

MANUFACTURERS' RECORD

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ond-class matter.]

BALTIMORE, FEBRUARY 3, 1910.

Writing under date of January 26 to
the MANUFACTURERS' RECORD, the Erie
Pump & Engine Works of Erie, Pa.,
says:

We are satisfied with what the MANUFACTURERS' RECORD is doing for us even now, considering the limited amount of space we are using. Since we took over the business we have had opportunities to watch your results as never before, and must say that you have the South solid.

"KEEP WATCH ON GEORGIA."

In a letter to the MANUFACTURERS' RECORD Captain J. F. Merry of Manchester, Iowa, general immigration agent of the Illinois Central Railroad, writes:

Few lines of railroad in the South or elsewhere have greater agricultural possibilities than the Central of Georgia Railway. There are a number of large enterprising and prosperous cities. Much of the land adjacent to that line is susceptible of growing a bale of cotton per acre. It will grow successfully a great variety of crops, and some day Georgia will see the advantages of stock-raising, and her farmers will grow stock, save every source of manure, restore the fertility of worn-out fields and have better homes, better farm environments and comfortable bank accounts. Keep watch on Georgia. All she needs is a lot more farmers and better farming. I was delighted with Georgia.

This estimate of Georgia's possibilities, coming from a man long accustomed to study agricultural opportunities in the South and long effective in making them known to farmers in other parts of the country, means great encouragement to all workers for Georgia's development, and the suggestions made by Captain Merry, if availed of, will increase the pace of Georgia's advancement. The Central of Georgia Railway particularly should give practical effect to the suggestions by adver-

tising as widely as possible the advantages for farmers in the territory tributary to it.

SOUTHERN PORTS AS COMMERCE TENDS TO RETURN TO NORMAL.

In the calendar year 1909 the value of raw cotton exported from this country was \$461,919,568, an increase over the calendar year 1908 of \$23,090,458. This increased value of cotton exports since the opening of the 1909-1910 season accounts in large part for the good showing made by Southern ports in the aggregate during the past calendar year compared with other ports of the country. The fiscal year ended June 30, 1909, showed a decrease under the preceding fiscal year from \$648,098,715 to \$619,278,874, or by \$28,819,841, at Southern ports, and from \$1,212,674,631, to \$1,043,732,230, or by \$168,942,401, at all other ports of the country. In the calendar year 1909 there was an increase from \$647,833,585 to \$651,517,363, or by \$3,683,778 at Southern ports over 1908, and a decrease from \$1,105,001,862 to \$1,076,685,908, or by \$28,315,954, at all other ports of the country. Comparison of the calendar years is made in the following table:

Districts.	1908.	1909.
Baltimore, Md.	\$82,113,436	\$79,396,251
Beaufort, S. C.	140,600	55,700
Brunswick, Ga.	13,387,838	17,846,173
Charleston, S. C.	3,164,089	8,463,652
Fernandina, Fla.	6,826,335	4,449,622
Georgetown, S. C.	37,443	15,267
Newport News, Va.	8,258,759	6,102,568
Norfolk-Portsmouth, Va.	11,326,817	8,720,988
St. Johns, Fla.	610,518	2,567,373
Savannah, Ga.	53,748,092	66,932,973
Wilmington, N. C.	21,741,319	23,310,070
Apalachicola, Fla.	263,093	214,836
Galveston, Tex.	202,165,408	182,446,114
Key West, Fla.	743,298	819,853
Mobile, Ala.	26,815,279	27,812,466
New Orleans, La.	152,495,065	146,855,390
Pearl River, Miss.	7,299,764	8,581,471
Pensacola, Fla.	18,705,397	20,971,670
Sabine, Tex.	13,976,062	20,272,367
St. Marks, Fla.	1,869,410	1,112,650
Tampa, Fla.	4,083,666	4,492,498
Brazos de Sant., Tex.	142,349	107,512
Corpus Christi, Tex.	8,992,324	9,956,709
Paso del Norte, Tex.	5,661,901	5,820,201
Saluria, Tex.	3,465,281	4,154,179
Total.	\$647,833,585	\$651,517,363
All districts.	1,752,835,447	1,728,203,271

There were increases at fourteen of the twenty-five Southern points mentioned, Brunswick, Charleston, St. Johns, Savannah and Wilmington, on the Atlantic Coast, and Key West, Mobile, Pearl River, Pensacola, Sabine, Tampa, Corpus Christi, Paso del Norte and Saluria, on the Gulf Coast. In spite of a decrease, Galveston remains second of the ports of the country in the value of exports, and its aggregate foreign commerce in the past calendar year was \$27,000,000 greater than that of all Pacific ports.

In this connection, and especially in view of an advance from \$610,518 to \$2,507,373 at St. Johns, Fla., it may be suggested that it would be well for the Government to amplify its general statistics, so as to identify officially with foreign commerce the actual cities dominant in it. For instance, St. Johns district might very properly have its name changed to Jacksonville, and Gulfport, Miss., might in some way appear, as well as Port Arthur in the Sabine, Texas, customs district. Men who keep informed of commercial development un-

derstand thoroughly the increasing importance of such localities, but in the usual statistics issued monthly by the Government there is nothing to indicate it for the benefit of individuals seeking detailed information.

CENSUS OF MANUFACTURES.

It is hoped that the manufacturers of the country may be convinced that it is to their interest and the interest of their communities to co-operate with the Federal Census Bureau in the work of presenting the industrial statistics of the year ended December 31, 1909. Director of the Census Durand has had displayed conspicuously on the front pages of the various schedules that all answers will be held in absolute confidence, and it is further emphasized that no publication will be made in the census reports disclosing the name and operations of individual establishments in any particular. Employees of the census publishing or communicating, without the authority of the director, any information coming into their possession shall be liable to a thousand-dollar fine or imprisonment for two years, or both. Special agents have been instructed to inform manufacturers that the reports of their individual business will not be used for the purposes of taxation, or in any manner to identify the operations of the establishments, and will not be disclosed to any other bureau of the Federal Government.

It may well be understood why such assurances are needed in some cases. A spirit of lawlessness, disregard for Constitutional limitations and a discrimination curiously coincident with important national political campaigns that characterized the administration of the Federal Government in seven or eight recent years, and the unjustified employment of the money of the people and the machinery of the Government in the prosecution of research along special lines at the instigation of theorists, more or less wild, of salaried social agitators and sociologists of all stripes, directed mainly against industrial establishments, could only be expected to have the effect of hampering the Government in the exercise of such legitimate functions as the taking of the census. Manufacturers that have been harassed by investigators, in some instances seeking to prove a theory or to obtain material to advance an agitation, by the shilly-shallying in the administration of justice and by an apprehension as to the future, in spite of campaign assurances or lack of assurances, naturally are shy in their relations with any representative of the Government, however proper his approach may be to them.

It is important, however, that the country shall have accurate information about the status of all its activities, information which may be furnished without the possibility of its being used to the injury of any establishment or individual. As a matter of fact, the manufacturing interests of the country have it in their power to make effective

Director of the Census Durand's excellent intent. They have it in their power to restrain any inclination on the part of any other department or bureau of the Government to disregard the law relating to the census and to prevent the election to Federal office of any man that hereafter might have such inclination. They have it in their power to suppress the doctrinaire and the sociologist in the Federal Government, whether working as adjuncts to post-graduate courses in universities or in advancement of social demagoguery. They have it in their power to bring back the census itself to the simplicity and brevity that will assure prompt and accurate reports of all facts within the proper province of the Federal Government, and remove all excuse for a permanent census bureau.

SOUTHWARD, HO!

Every individual in the United States interested in the South who has not already done so should, at the earliest opportunity, read the speech made in Congress on January 27 by Representative Henry S. Boutell of Chicago. Without regard to the main point sought to be emphasized, the speech is the biggest advertisement of the South that has ever appeared in any publication of the Federal Government. It contains a mass of facts of vital interest to every man contemplating investment in the South or planning to make his home there. In the interest of the country's welfare predicated upon the fact long maintained by the MANUFACTURERS' RECORD, that "the development of the South means the enrichment of the nation," it is really the patriotic duty of Congressman Boutell to arrange for the circulation under the franking privileges of a sufficient number certainly of the appendices of the speech to reach two million substantial, reputable American homes. It is the duty of every wide-awake board of trade, chamber of commerce or other business organization in the South to secure hundreds and thousands of the publication for use in special work for local development.

This great advertisement of the South has cost the South practically nothing. In advance of its publication no attempt was made to obtain from Southern business bodies sums of money ranging from \$25 to \$50, upon a basis of one-tenth of a cent for each inhabitant of the community, under expectation that thereby the work of \$20,000 worth of postage stamps might be effected; not the faintest suggestion was made that there was being placed at the service of the South any heart and mind and spirit of devotion; not the slightest intimation based upon a figment that the South had hitherto been unknown and neglected in publicity; no notice, indeed, that a publication of the United States Government was to become such an ally of long-established and well-recognized mediums at work for the benefit of the South.

It all came about in a most natural

way, in the course of a speech in demonstration of the prosperity of the country. The splendid advertisement of the South was introduced by Congressman Boutell with the words:

I am going to insert here in the *Record*, as showing what has taken place in the South, a table from the MANUFACTURERS' RECORD, a Southern weekly journal, published in the Southern city of Baltimore. I may say in passing that this journal gives from time to time the most interesting and exhaustive accounts of the progress of agriculture and commerce in the South. If a man will read the MANUFACTURERS' RECORD of Baltimore and the *Southern Planter* of Richmond he can tell all about what is going on in the South, and it is a song of prosperity which this journal sings.

This MANUFACTURERS' RECORD publishes what is called the "Annual Blue Book of Southern Progress," and the table that I would like to put in the *Record* is on the first page and called "An Inventory of Southern Progress and Prospects." It is a comparison of conditions in the South in 1900 with what they are in 1910. Let me just read a few figures there to show the character.

The South in manufactures has increased from \$1,153,000,000 in 1900 to \$2,214,000,000 in 1910. The cotton mills have a capital invested of \$299,000,000, as against \$183,000,000; 11,000,000 spindles, as against 4,000,000; 244,000 looms, as against 112,000; 1,300,000,000 pounds of cotton used, as against 744,000,000. The MANUFACTURERS' RECORD of January 6, 1910, publishes a most interesting and instructive table giving 50 years of Southern progress, comparing the conditions in the South in 1860 with the conditions in 1910 and showing the increase in the South as compared with the increase of the whole country, and I will put that table in the *Record*. In other numbers of this interesting journal are letters from all over the Southern country showing conditions not only in the rural districts, but in the manufactures that are springing up in the South, and in closing my remarks I want to call attention to the wonderful series of letters that begin in the number of the MANUFACTURERS' RECORD bearing date of January 27, 1910. The editor of this journal wrote to bankers throughout the entire South and the States of Missouri and Oklahoma. Those letters are printed in this issue. The States are printed in alphabetical order, beginning with Alabama, and the story that they all tell is one of increasing prosperity, advancing land values and augmented bank balances.

I will insert all these letters in the *Record* in full.

The matter placed in the *Congressional Record* in appendices to Congressman Boutell's remarks occupies more than six pages, closely printed, and aggregating about 15,000 words, all bearing upon Southern prosperity and Southern opportunities.

That Congressman Boutell has not been confused by noise and beatings of the air as to Southern publicity right under the eaves of the Congress of the United States, but that he knows what is the reliable and up-to-date source of information about the South, is demonstrated by the material which he inserted in the *Congressional Record*. That is contained in eight appendices.

Appendix A is the article entitled "Southern Bankers Tell of Farmers' Prosperity," which occupied eight pages of the MANUFACTURERS' RECORD of January 27, and which carried most illuminating communications from bankers in the fourteen Southern States and Oklahoma and Missouri, giving a clear and comprehensive and inspiring survey of agricultural conditions.

Appendix C presents from the "Annual Blue Book of Southern Progress, 1910," published by the MANUFACTURERS' RECORD, the "Inventory of Southern Progress and Prospects," venturing upon a forecast of the 1910 census in comparison with that of 1900, and also, from the same publication, "Condensed Facts About the South."

Appendix E contains the table from the MANUFACTURERS' RECORD of January 6, entitled "Fifty Years of Southern Progress," and comparing the South of

1910 with the South of 1860 and the United States of 1860.

Appendix F reproduces from the MANUFACTURERS' RECORD of January 13 special correspondence from Houston, Texas, telling of the advantageous position of that city for manufacturing purposes.

Appendix G contains the letter to the MANUFACTURERS' RECORD written by Mr. J. R. Babcock, secretary of the Chamber of Commerce of Dallas, Texas, and pointing to the increase in the number of automobiles in that community as an indication of prosperity in Texas and, by the way, emphasizing the far-reaching effects for good in Southern bodies taking advantage of the standing offer of the MANUFACTURERS' RECORD to make their wants known to the world.

Appendix H is the editorial entitled "The Song of Prosperity," which appeared in the MANUFACTURERS' RECORD of January 20.

Congressman Boutell has rendered the South inestimable service in thus advertising its advantages and opportunities in a Government publication. In congratulating him upon making free use of the material of the MANUFACTURERS' RECORD and in expressing the hope that he will continue to do so, we also desire to congratulate him upon the fact that, unlike others whom we might name, some of them pretending to be supplying fresh information about the South, Congressman Boutell has frankly given credit to the source of his information—the MANUFACTURERS' RECORD.

FUTURE OF THE AUTOMOBILE.

Commonly regarded as a luxury of the well-to-do and wealthy, most on-lookers at the users of the automobile fail to accord it the importance which it merits in our economy. The commodious, open touring car and the cozy, snug limousine present to the minds of most of us nothing more than a luxurious mode of getting about and at the same time another bar laid on top of the invisible fence which segregates the rich from the poor, these terms being used merely in a comparative sense, for many there are riding in such fashion who are not rich, as there are many who pass either on the sidewalk or in the democratic street car who are not poor. But, commonly, the enjoyment of the automobile presupposes possession of means, and that is all the difference in the world to the man in the street.

There is another side to the use of this useful and speedy machine which is not apparent to the general observer unless he happens to cast his gaze upon a laden motor truck toiling to or from the wharf or railway station, and that is its application to the every-day work of the world. Types of the automobile which are commonly employed for recreation and pleasure are doing valuable work for professional and other business men every day. Physicians use it for their calls instead of the old-time single team; contractors and builders employ it for speedily getting to and from work they have in hand; traveling salesmen go about the country in it here and there, presaging a time when the jogging livery nags may be no more and worn whips, employed to belabor a little speed out of their weary bones, cease to exist. Not a few farmers also possess and use it, and there is hardly a place in this country where it has not been seen or where it cannot go. It courses the plains of Texas as gaily as it frisks along the sleek, hard Florida

beaches; it chugs up the Rocky Mountain trails as cheerily as it skims along the level roads of New Jersey. Summer and winter it goes, and the honk of its horn is heard throughout the land.

Yet this is not all; in fact, it is only the beginning of the wide influence which the automobile is destined to exert upon life. The time may come—and doubtless will—when many individuals who now use the machine, either frequently or every day for pleasure, will cease to ride or else ride only now and then. This would be but a natural reaction from the craze which dominates a large number of people, but the auto as a practical instrument of practical value to all of us will come into more and more general use. The taxicab is one form of this wider employment of its advantages, but that is principally within urban precincts. Its use in the country is going to extend, along with the building of better highways, not so much for recreation—although its employment as a pleasure vehicle is expected to continue indefinitely—but for purposes in connection with the work of us all. The farmer will have it and find it quite as useful as his plow teams; indeed, it is already used by men who conduct agriculture on a large scale, no account being taken of amateur farmers whose usually ample means are spent for motor cars, as well as for following their fads, of which farming is only one. Upon the farm it will have wide employment, for it will be always ready and never otherwise enjoyed, so that quick trips can be made from point to point on business as emergency requires.

There may be urged against this picture that the price of a good machine will keep it out of reach of the farmer's pocketbook; but, on the other hand, we may expect to see automobile prices decline, at least to the extent that a good, serviceable car can be bought for not more than \$500. Exactly how this is to be accomplished may not now be plain, but experience with the bicycle, which witnessed a drop of 75 per cent., or from \$100 to \$25 for a good, substantial article, warrants the expectation that in due time makers of automobiles will find the way to bring about an equally astonishing reduction in the market prices of their wares.

One of the most remarkable facts about the automobile is that, new as it is, it is nevertheless old; in fact, it was the precursor of the locomotive. In the beginning the old inventors, who were endeavoring to successfully apply steam to the propulsion of vehicles, sought to attain their ends by the building of steam carriages. After experimenting along that line it became apparent that an engine separate from the burden to be conveyed was the most economical and best way to employ steam for transportation, and it naturally followed that it displaced the horse-drawn cars (both passenger and freight) which were already in use upon railroads. But the idea of self-propelled carriages never was abandoned by inventive genius. From time to time automobiles, usually driven by steam, were produced, but either their uncleanness or other objectionable features prevented their adoption until at last the application of gasoline to the machine effected the production of the superior vehicles we see today. Of course, there are steam automobiles now, but by far the greater number of motor cars are driven by gasoline engines; yet electricity is employed, as is steam, to some degree. But it may come about that the electric

automobile will be the machine of the future if the efforts of inventive minds to produce a light-weight and yet powerful storage battery are fully crowned with success. Along this line it is asserted that Edison has just given a successful demonstration of a street car driven by storage batteries of light design, yet powerful enough to propel it at a high rate of speed, with the weight of the vehicle much less than that of a trolley car. If some such battery, proportionate to the dimensions of an automobile and with power equaling the familiar gasoline engines, is produced, we may expect to have the noiseless, odorless motor car which has been so long desired.

STILL TRYING TO BEAR COTTON.

Lord Robert Cecil, in discussing the depression in the Lancashire district by reason of the high price of cotton, is quoted as saying that this is mainly due "to heartless operations of callous financiers in America." "Some very effective pressure," he added, "ought to be brought to bear on those who gamble with the staple of life of the people of a friendly country."

This statement, according to the papers, was received with cheers, while one voice shouted, "Shoot them!" Lord Cecil is likewise quoted as saying that he thought the suggestion of his friend in the audience to "shoot them" was not too drastic, but as that plan could hardly be carried into effect, "the next best plan was to develop throughout the world the sources of cotton supply for our markets."

For 75 years or more the English people have been talking very much along similar lines. Whenever cotton reached a point profitable to American growers the English cotton spinners and some men posing in England as statesmen have denounced the legitimate advance in cotton as the work of gamblers, but we do not believe that anyone, even jokingly, has heretofore suggested that those who were responsible for advancing the price of cotton should be shot. The English spinners are welcome, so far as the South is concerned, to the very best they can do in the way of raising cotton elsewhere. The more money they waste on trying to do what they have failed for 75 years to accomplish, the more certain will they come to a realization of their absolute dependence upon the South for this staple.

Considering the practical monopoly by the South of the world's cotton production, considering the increasing cost of raising cotton and all other things connected with this industry, and the long struggle of the growers to get a fair price, we believe that 15 cents for cotton, even under normal yield, is not more unreasonable than \$1 for wheat or 60 to 70 cents for corn. If the farmers of the South will turn their attention to diversified farming, to the growing of corn, hogs, in order to keep their corner and smokehouse at home, instead of in the West, their cotton will be a surplus money-making crop. There will then be no danger of overproduction, and thus no danger of a destruction of values by the price being forced down to unprofitable figures. The world can adjust itself to high-priced cotton. The cotton mills and the cotton consumers will naturally make a hard fight against such a position, but the cotton growers can win, and they can compel the world to pay them not simply a living, but a very profitable price for cotton. Then this section will get the benefit of the natural monopoly to which it is justly entitled by nature's gift.

THE SOUTH'S IRON TRADE.

The production of pig iron in 1909, due mainly to the very rapid increase in the second half of the year, reached record figures. The total for the year was 25,795,471 gross tons, against 15,936,018 tons in 1908, an increase of 9,859,453 tons, or over 61 per cent. The production in 1909 was the greatest in our history, and exceeded by 14,110 tons that of the banner year, 1907, when the output was 25,781,361 tons.

Alabama not only showed a large increase over 1908, but the output for that State was the largest in its history, while in other Southern States the production, though exceeding that of 1908, was less than in 1907. The revival in the iron trade during the latter part of 1909 did not make itself felt in the South to such an extent as to force production to the maximum output at which Southern furnaces were running in 1905, 1906 and 1907. In Alabama there was a gain of over 300,000 tons, the total for the year being 1,763,617 tons. With the rebuilding already completed of five Ensley furnaces of the Tennessee Company and of the sixth furnace now under way, the output of that plant will be very largely increased, while a number of furnaces idle during the greater part of 1909 are now in operation, thus assuring to Alabama during 1910 a larger iron output than last year, while in other Southern States there is likewise a tendency to the betterment of the iron output.

The South, however, in the development of its iron trade, has not kept pace with the rest of the country. The South needs to take hold of this situation with new interest, and push the development of its iron and steel interests and of the diversified industries using iron and steel with more vigor, for with its natural advantages it should be taking the lead in iron development rather than trailing so far in the rear.

The annual report of the *Bulletin of the Iron and Steel Association*, just issued, gives the table of production in the last four years in gross tons as follows:

Periods.	1906.	1907.	1908.	1909.
1st half.	12,582,250	13,478,944	6,918,004	11,922,346
2d half.	12,724,941	12,303,317	9,018,014	14,773,125

Total. 25,307,191 25,781,361 15,936,018 25,795,471

The production of Bessemer and low-phosphorus pig iron in 1909 was 10,557,370 tons, against 7,216,976 tons in 1908, an increase of 3,340,394 tons, or over 46 per cent. In the second half of 1909 the production was 6,084,888 tons, as compared with 4,472,482 tons in the first half, an increase of 1,612,406 tons. The production of low-phosphorus pig iron alone in 1909 amounted to 212,615 tons, against 130,616 tons in 1908. The production of Bessemer and low-phosphorus pig iron in 1909 was 2,674,270 tons less than in 1907, when it amounted to 13,231,620 tons.

The production of basic pig iron in 1909, not including charcoal of basic quality, was 8,250,225 tons, against 4,010,144 tons in 1908, an increase of 4,240,081 tons, or over 105 per cent. In the second half of 1909 the production amounted to 4,952,644 tons, against 3,297,581 tons in the first half, an increase of 1,655,063 tons. The total production in 1909 was much the largest in our history, exceeding by 2,875,006 tons that of 1907.

The production of spiegeleisen and ferro-manganese in 1909 was 225,040 tons, against 152,018 tons in 1908, an increase of 73,022 tons. The production of ferro-manganese alone in 1909 was 82,200 tons, against 40,642 tons in 1908. Of spiegeleisen alone it was 142,831 tons, against 111,376 tons in 1908. In

addition to the above several hundred tons of ferro-phosphorus were produced in 1908 and 1909.

The production of bituminous coal and coke pig iron in 1909 amounted to 24,721,037 tons, as compared with 15,331,863 tons in 1908, an increase of 9,389,174 tons. In the first half of 1909 the production was 10,582,455 tons, and in the second half it was 14,138,582 tons. A small quantity of iron made experimentally with manufactured gas is included in the figures for 1908 and 1909.

The production of mixed anthracite and coke pig iron in 1909 amounted to 638,431 tons, as compared with 355,000 tons in 1908, an increase of 343,422 tons. In the first half of 1909 the production amounted to 268,502 tons, and in the second half it was 429,929 tons.

The production of pig iron with anthracite coal alone in 1909, included above, amounted to 16,048 tons, against 1694 tons in 1908.

The production of charcoal pig iron in 1909 was 376,003 tons, against 249,146 tons in 1908, an increase of 126,857 tons. A small quantity of pig iron made with charcoal and electricity is included in the figures for 1908 and 1909. In the first half of 1909 the production amounted to 171,389 tons, and in the second half to 204,614 tons. No pig iron was made in 1908 or 1909 with mixed charcoal and coke.

The production of all kinds of pig iron by States for 1907, 1908 and 1909 was as follows:

States.	1907.	1908.	1909.
Massachusetts.	19,119	13,791	18,358
Connecticut.	1,659,752	1,019,495	1,233,675
New York.	373,189	225,372	234,474
New Jersey.	11,318,549	6,987,191	10,918,824
Pennsylvania.	411,833	183,592	286,856
Maryland.	478,771	329,458	331,134
Virginia.	55,825	24,345	26,072
Georgia.	1,686,674	1,297,014	1,763,617
Alabama.	291,066	65,551	228,282
West Virginia.	127,946	45,096	86,371
Kentucky.	393,106	290,826	333,845
Tennessee.	5,250,687	2,861,325	5,551,546
Ohio.	2,457,768	1,891,944	2,467,156
Illinois.	436,597	348,096	964,289
Indiana.	322,083	148,938	348,177
Michigan.			
Wisconsin.			
Minnesota.			
Missouri.			
Colorado.	468,486	313,671	382,796
Washington.			
California.			

Total. 25,781,361 15,936,018 25,795,471

The production during the last half of 1909 was 14,773,125 tons, or at the rate of over 29,500,000 tons a year.

In the South the production by States for the five years was as follows:

States.	1905.	1906.	1907.	1908.	1909.
Maryland.	332,006	396,709	411,833	183,592	286,856
Virginia.	510,210	485,325	478,771	329,458	331,134
Georgia.	38,699	92,599	55,825	24,345	26,072
Texas.	1,604,062	1,674,848	1,686,674	1,347,014	1,763,617
Alabama.	298,179	304,514	291,066	65,551	228,282
West Virginia.	63,735	98,127	127,946	45,096	86,371
Kentucky.	372,692	426,574	393,106	290,826	333,845
Tennessee.					
Total.	3,219,673	3,467,216	3,445,221	2,326,792	3,116,177

A COTTON PRODUCTS EXPOSITION.

Mr. G. S. Weaver, Atlanta, Ga., chairman of the bureau of publicity of the Interstate Cottonseed Crushers' Association, has been interested in the call for a meeting at Atlanta on February 10 for the purpose of organizing a National Cotton and Cotton Products Association. It is planned that this organization shall concentrate the efforts of the Federal Government, the several States, colleges, experiment stations, the railroads, industries and individuals into an effort to have a great exposition of the meaning of cotton and its products, from cotton growing in the field to finished goods, from cotton seed to hogless lard, and including farm implements, cotton mill machinery, cottonseed crushers machinery, etc. The purpose of this organization seems to be one that, carried out on practical business lines, ought to be of material benefit to

the South. It should center the attention of the world upon the importance of the South as the virtual monopolist of the world in the production of cotton, and incidentally it should increase the trend of desirable immigration to the South.

The MANUFACTURERS' RECORD hopes that this project may have the desired end, but suggests that a weak point about it is the suggestion that the National Congress make an appropriation for it. Such an exposition could be made of such value to the South as to command all the financial support needed from the immediate Southern interests or other interests concerned in Southern development, without calling for one cent from the Federal treasury. It may also be suggested that until the first proposed exposition has been worked out to a success, the idea of having an annual exposition of the kind be kept in abeyance.

DEVELOPING AN EMPIRE BY LAND DRAINAGE.

The placing with strong Western people of \$1,500,000 of bonds for the purpose of beginning work upon vast reclamation enterprises in Louisiana, starting with immediate work upon a tract of 50,000 acres and looking to the development by drainage of 1,000,000 acres or more, as reported in a special dispatch to the MANUFACTURERS' RECORD last week, is one of the most important events in the material history of the South of recent years.

To repeat what has so often been stated, the South has about 50,000,000 acres of reclaimable wet, or overflowed, or marsh lands, of which Louisiana has about 7,000,000 acres. A very large proportion of this Louisiana land can be reclaimed at a cost probably not exceeding \$15 to \$20 an acre, and in some cases for less. It is doubtful if there is any other land in the civilized world that is more marvelously fertile than the greater portion of these Louisiana lands. For thousands of years nature has been making them one vast bed of almost limitless fertility. The soil in many places is rich enough to be used as a fertilizing agent to improve poorer lands. When drained, which is easily done, and once overturned with a plow, the soil is light and friable, and productive to a marvelous degree. The yield

of corn and other crops can scarcely be believed, except by those who for themselves have seen this land and the crops produced on it.

These 7,000,000 acres of reclaimable land in its raw state are worth today probably not over \$5 to \$10 an acre, though some selected well-located tracts are worth very much more. When reclaimed, this land would certainly be worth \$100 an acre, or \$700,000,000 of possible wealth to be created for the benefit of that State. This, however, is probably an underestimate, for, judging by the crops produced, the annual yield should average probably \$50 an acre. In many cases very much higher annual yields are obtained, and some authorities estimate that the improved drained land would be worth anywhere from \$100 to \$200 an acre, according to location. This is one of the greatest assets of Louisiana, just as the 50,000,000 acres of wet lands in the South is one of the South's greatest potential

assets. This land, however, is more than a State or a sectional asset; it is a national asset. The utilization of this land would mean the turning of that which is now practically valueless into \$4,000,000,000 to \$5,000,000,000 of real wealth. But it would mean far more than that by bringing into productive capacity nearly as much land as is now used for the entire wheat crop of the country, and land far more productive than even the best of our wheat land, or nearly twice as much as is used for the production of cotton.

In this day of advancing prices, due to economic conditions, among which is the lessening agricultural output of the country as compared with the increasing consuming capacity, the bringing into use of lands not now suitable for cultivation, and especially of such marvelously fertile lands, far exceeds in importance the Government's irrigation work in the West.

These reclaimable lands can be made vastly to increase the national agricultural output. They are susceptible of the highest cultivation for corn and rice, and for diversified crops of nearly all kinds, as well as for cotton, though probably they will be less given to the growth of cotton than to anything else.

In the South, Louisiana has been taking the lead in this development, although Arkansas and other States have been making very marked progress. It has been estimated that the drainage of the rice-producing lands of Louisiana have during the last twenty years created more than \$200,000,000 of wealth, for before drainage was undertaken the rice fields of that State were hardly considered worth 50 cents an acre. Now they annually produce \$25,000,000 of rice. Thousands of Western settlers have been drawn to Louisiana by the possibilities of rice-growing, and dozens of thriving towns and cities have grown up as a result of this work. Land that was hardly salable at 50 cents an acre is now worth \$100 an acre, and much of it, by reason of proximity to the many thriving towns which have grown up, is worth much more.

It is gratifying to see a strong Chicago bond house, identified for many years with drainage and reclamation work in the West, turning its attention to Louisiana, and actively beginning the broadest kind of campaign for the drainage of lands there. Writing of the work which it has undertaken, The Trowbridge & Niver Company of Chicago, which has started by taking a bond issue of \$1,500,000, says:

The project in which we are interested will be pressed very vigorously. First-class colonization people, responsible and aggressive contractors, both will commence work at once, and it will not be many days before you will begin to see transformation in that part of the country.

Dealing with the broad situation as to what this reclamation work means, not only to the South, but to the country at large, Mr. Edward Wisner of New Orleans, a pioneer in land reclamation on a large scale in that State, and to whose work is due the big plans of the Chicago people, writes the MANUFACTURERS' RECORD:

A work of this kind is of vital public interest and differs from many industrial operations in the fact that it is creating opportunities for the homemaker; that its results will produce food and clothing for millions of people; and that its influence and development of both State and nation are almost beyond calculation.

Mr. J. F. Merry, the General Immigration Agent of the Illinois Central Railroad, who has given much study to the subject, writes in this issue of the wide demand for a pamphlet re-

cently issued by his road on the reclaimed lands of Louisiana, and adds:

There is no longer any question about their development, and it is not surprising that so many capitalists from Chicago, New York, Detroit, Des Moines and other cities are investing their money in these lands, which are bound to advance in price far beyond what they are now being held at.

INCENTIVES TO GREATER WORK.

Suggestive of the value of the MANUFACTURERS' RECORD to men who want to sell things and to those who want to buy things are a couple of specimen letters received by us from Southern points.

Mr. J. Reed Curry, secretary and treasurer The Carolina Ice Machine Co., Charlotte, N. C., writes:

I would advise that the full-page advertisement which we had in your special edition the first of January has seemingly gone to the uttermost parts of the earth, for we are receiving inquiries from foreign countries, as well as throughout the United States, and our mail has almost been doubled since that advertisement appeared. We really consider it remarkable that one advertisement should have brought the number of inquiries which we have received, and we feel confident that no other source of advertisement could do us the same amount of good as that which we have carried in your paper. It will give us the greatest pleasure to recommend the MANUFACTURERS' RECORD to any parties who may wish to reach the public.

The West Point Iron Works, West Point, Ga., write:

We wish to express our thanks for the insertion in your columns of our wants regarding an engine. It proves the popularity of your paper, as we have been swamped with replies, not only from manufacturers and dealers, but a great many individuals, who undoubtedly read your columns very carefully. We very much appreciate the work that you are doing and frequently have occasion to seek advice and suggestions from your paper.

The second letter points to one of the reasons, the careful study of our news, advertising and editorial columns, why advertisers find it to their advantage to be represented with us. Bearing upon this close reading are the following messages to us:

Porter A. Whaley, secretary Quallah Chamber of Commerce, Quallah, Tex.:

We are in receipt of your recent statistical and industrial number. We consider it the greatest piece of industrial publicity work ever gotten out North or South. Were we unable to secure further copies of it, we would not part with the copy we have for \$100. It is wonderful to read in cold figures the increasing story of Southern and Southwestern progress as it is only aptly told in the interesting pages of America's and the South's greatest development journal. We cannot commend such work too highly, and trust that as the South and Southwest progress, so may the MANUFACTURERS' RECORD.

R. R. Crawford, Jr., Elks' Club, Winston-Salem, N. C.:

I have always considered the MANUFACTURERS' RECORD a valuable paper and is doing more for the upbuilding of the South than any other of its kind, and I have not been without it for the past six years, and am a subscriber at present under the name of the Crawford Mill Supply Co. I admire your way of doing business, as it shows you are putting forth every energy in the interest of your paper and of the South.

G. A. Baumgarten, superintendent and manager of the Schulenburg Oil Mill, Schulenburg, Tex.:

I cannot do without your journal; being a close reader and an old subscriber, I would feel lost without it. The South is making great progress, especially our Empire State of Texas, which is growing in all directions with such strides that it is hard to keep up with it. I am also a close reader of two daily papers published in different cities—one a morning and the other an evening paper. They do not give me the information regarding our progress as well as your journal does.

A SPLENDID CHANCE.

There is probably no greater newspaper opportunity in America than the Baltimore Sun. For more than half a century it has held a unique place in American journalism. It has been a paper of commanding influence in all Maryland and the nearby States. But it has never yet reached anything like its full possibilities. With all its prestige and its long record as a newspaper, it ought to be certain of still further very great development under the management of Mr. Chas. H. Grasty, who has become one of its owners and

the Chamber of Commerce of Augusta, Ga., writes:

Enclosed with your letter of January 22 is a copy of a leaflet, "Condensed Facts," which is a magnificent compendium of the South's resources, and we will take a thousand of these.

The Tampa (Fla.) Board of Trade, through Mr. W. B. Powell, Secretary, writes for 5000 copies.

IN PUBLICITY IS POWER.

Mr. B. F. Yoakum, chairman of the St. Louis & San Francisco Railroad, in a recent letter to C. H. Ellis, presi-

An Open Letter to Collier's Weekly.

Baltimore, January 31, 1910.

Editor Collier's Weekly,

New York, N. Y.:

Dear Sir—As a first attempt your "Southern Number" was undoubtedly all the success you expected of it.

You are new at it; therefore, we beg that you will not be scared at hollering.

You have discovered a few carping critics.

Your carping critics don't realize how young you are at the business. They don't know that something more than a wish to seize an opportunity is needed to organize anything like an adequate presentation of the South; that years of persistent study, close personal acquaintance with facts and special training in handling them are absolutely essential to a reasonable accomplishment of the task, and that, even then, the desired ideal may not be attained.

Why, man, we have been at it for twenty-eight years, and yet they actually carp at us.

Semi-occasionally we stumble across some well-meaning genius of the tripod, prone to go off half-cocked, or some deficient attempting to distract local attention from his own painful limitations by howling at his betters, or, perchance and forsooth, a blackguard revealing his own journalistic character by seeking to assail—within the safety line of the law—the personal integrity of some newspaper that does not agree with him as a matter of course.

Fortunately, few fools and fewer blackguards are able to reach positions in Southern journalism not convenient to a padded cell or to a sewer, or to have access to newspaper columns.

Hence, you will not be annoyed very greatly by such creatures.

You will encounter, however, here and there honest critics, men so devoted to the local interests of their communities that they cannot at once understand that within the scope of a dozen pages attempting to deal with a hundred and one leading factors in an area of 800,000 square miles containing a thousand communities, it is a physical impossibility for you to mention even a hundred of the most important cities.

Would you get at the meat of the ruction in your case?

Perhaps some assumed authority on the South, of assumption in inverse ratio to equipment and trying, under the cloak of self-sacrifice, to turn long-aroused interest in the South to its own advantage, misled you as to the results of your enterprising venture into the Southern field; perhaps the same assumed authority misled Southern communities as to your intentions in the matter, or did not itself comprehend them.

Perhaps you have become caught in the froth of a lot of correspondence through the Southern mails that is not intended to be brought to the attention of everybody concerned.

Never mind, though. There are more kinds of ephemeridae than the May-flies that follow the fish up the Potomac River in the spring. We know. We have heard them buzz and have seen them brushed into the refuse-pan.

Keep up your nerve, if you think you can benefit the South in the slightest degree. Publish a "Southern Number" every week if it suits you and if thereby substantial increase may be given the greatest section in the world. At the end of fifty years you may expect to hear still from fools or blackguards. Nevertheless, honest critics of you will presently come to view the situation in its right light.

Cheer up!

MANUFACTURERS' RECORD.

the president of the A. S. Abell Co., the publishers of the Sun. The MANUFACTURERS' RECORD congratulates Mr. Grasty upon the magnificent opportunity which he has secured.

"CONDENSED FACTS ABOUT THE SOUTH."

Our offer to furnish the four-page leaflet "Condensed Facts About the South," recently issued by the MANUFACTURERS' RECORD, free to all Southern business houses or commercial bodies desiring to use this leaflet in correspondence, in order to make known to the world the resources and development of the South, continues to attract attention. Mr. B. S. Johnson, Secretary of

the Board of Trade of New Orleans, said:

The resources of the South and Southwest are greater than those of the Northwest, but our development has been much slower. The reason for this is that the Northwestern people, including Governors, other State officials, United States Senators and Representatives in Congress, are organized to boom their section, where we are not.

Mr. Yoakum is right. The South and Southwest have greater natural resources and advantages than has the Northwest, but this section needs, just as Mr. Yoakum has pointed out, the same kind of tireless, broad-minded work and willingness to spend money which have been given to the development of the Northwest. Neither the

people of the South nor the railroads have yet fully awakened to what can be done in the development of this section. They have not realized its latent wealth, nor quite grasped what the development of this wealth will mean for the betterment of every individual and every business interest.

TEXAS.

It is a big task to present in convenient but yet adequate form definite information covering the great empire of the State of Texas. But it has been accomplished satisfactorily in the "Texas Almanac and State Industrial Guide for 1910" published by the Galveston-Dallas News. In addition to the usual features of an almanac, this volume of 350 pages gives a directory of the many organizations and institutions in the State, special articles upon the value of farm products, diversified farming, history of the State, climate, geology, soils, minerals, irrigation, rice, corn, wheat and other cereals, alfalfa and other grasses, cotton, sugar, tobacco, fruits, live-stock, poultry and bees, manufacturing, lumber, oil and iron, railroads and commerce, educational systems and the government, which are followed by detailed but condensed descriptions of each of the 240-odd counties of the State. An excellent map offers opportunity for the study of the State by counties and by its railroad systems. Merely a study of the outline of the contents of this volume reveals the present greatness of Texas and the splendid basis of its development yet to occur.

THE SUN ALMANAC.

The Thirty-fifth number of "The Sun Almanac," the annual gift of the Baltimore Sun to its subscribers, comes for 1910, as "Maryland's Blue Book," more valuable than ever before. There is nothing else in the country exactly like this publication, and probably nothing of greater standing as an authority in public and private offices, in libraries and in the household among its clientele. It is the standard record of leading events in Maryland and adjoining States, and a ready guide to accurate information about political, ecclesiastical, sporting, educational, industrial and general material questions. This information is presented in a systematic manner, and in as condensed shape as is consistent with clearness and fullness. Compared with the first issue, "The Sun Almanac" of 1910 is almost encyclopedic, and the growth of the volume in the twentieth century is indicated in the increase of the number of its pages from 176 in 1902 to 256 in 1910.

ONLY TWENTY-SEVEN YEARS.

In an address on June 28, 1883, before the State Teachers' Association of Texas, Prof. Alexander Hogg, discussing the railroad as an element in education, urged the improvement of the Galveston waterways and suggested what such improvement would mean in the development of Texas. At that time the population of Texas was 1,849,258, and the value of exports from Galveston was \$20,454,948. Since that time the harbor of Galveston and its surroundings have been improved, the most notable project being the building of the great seawall and raising of the grade of the city; the population of Texas is close to 4,000,000, and the exports through Galveston during the past fiscal year had a value of \$189,464,335, the port ranking second to New York in the value of exports. This fulfillment of prophecy gives additional interest to the pamphlet, "Then and Now," by Professor Hogg, whose home is at Fort Worth, reproducing his 1883 address and presenting facts and figures of the present day in comparison with those of 1883, bearing upon the development of Texas.

WANT INFORMATION ABOUT THE SOUTH.

The MANUFACTURERS' RECORD has received inquiries about the South from the following:

J. E. Wells, M.D., Springfield, Tenn., R. F. D. No. 6, wishes to find a good location in which to reside and practice his profession.

Francis J. Gribbin, 1062 South Orange avenue, Newark, N. J., writes that he is interested in Florida as a place of business or fruit-raising, and desires information on the subject.

G. E. Maynard, 97 Delaware avenue, Albany, N. Y., writes that he intends to locate permanently in the middle South, and is interested in health conditions, engineering projects and stock-raising, and desires information on these subjects.

David F. Griffith, Courthouse, Youngstown, O., desires information about the South as a place of residence as well as a place for profitable investment on a small scale.

J. P. Pitkin, Friendship, N. Y., writes: "I shall be glad to know all I possibly can of the State of Virginia, and the South Side in particular, as to its being healthy and high, and what kind of home it would be for a New York State man to raise horses, sheep, hogs, and what cities are parallel to southern State line of Virginia below Richmond."

TAMPA.

The Board of Trade of Tampa, Fla., F. C. Bowyer, president, and Willis B. Powell, secretary, is circulating an attractive pamphlet beautifully illustrated with half-tone engravings and full of facts and figures about the city as a place for health, pleasure and profit. The facts are just the kind that the homeseeker or the investor wants, and one of the most significant of the facts is an industrial payroll aggregating \$19,248,000 in a community of 54,000 persons.

THE COTTON MOVEMENT.

In his report for January 28 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 150 days of the present season was 7,980,258 bales, a decrease under the same period last year of 2,057,765 bales. The exports were 4,138,404 bales, a decrease of 1,492,004 bales. The takings were, by Northern spinners, 1,423,379 bales, a decrease of 280,810 bales; by Southern spinners, 1,176,383 bales, a decrease of 21,944 bales.

RUMORS OF COAL DEAL DENIED.

Referring to the rumor widely circulated in West Virginia, to the effect that the Gauley tract of coal land, aggregating 173,000 acres, had passed into new ownership, Lee Higginson & Co., Boston bankers, who are understood to be the controlling owners of that company wire the MANUFACTURERS' RECORD:

"The report that Gauley coal land company has passed into new hands is untrue."

"Georgia, Its Resources and Possibilities," a pamphlet by Benjamin W. Hunt, vice-president of the Middle Georgia Bank, Eatonton, ought to be read by every intending immigrant to the South. Mr. Hunt, a native of New York State, has lived in Georgia for the past 34 years, and thus has the advantage of unbiased experience in telling of the advantages of the State.

The Tennessee Coal, Iron & Railroad Co. has appointed a committee of citizens of Ensley, Ala., to award prizes of \$100, \$50 and \$25, respectively, for progress made in the improvement of home surroundings in the community.

WEALTH IN LOUISIANA'S ALLUVIAL LANDS.

[Written for the Manufacturers' Record.]

Mr. Edward Wisner of New Orleans, pioneer in reclamation of Louisiana's wet lands, writes to the MANUFACTURERS' RECORD as follows:

"Great things in the way of reclamation of Louisiana swamp lands are already assured. Much greater things are impending. In the necessary campaign of publicity I will say that I believe the MANUFACTURERS' RECORD has been the most important factor. The results of all publicity work are cumulative and more or less uncertain as to any particular event, but I know of no more influential medium in all the publicity work which has been done along this line than the MANUFACTURERS' RECORD. Your publication was the first one of national reputation to give the Louisiana swamp lands publicity, and to point out the benefits that would follow, both to the public and to the developer himself. A work of this sort is of vital public interest, and differs from many industrial operations in the fact that it is creating opportunities for the homemaker; that its results will produce food and clothing for millions of people; that its influence and development, of both State and nation, are almost beyond calculation. I feel that it is a work which should command the attention of all lines of newspaper work, and I am glad to say that it is now receiving the attention of the daily press, the magazines and all classes of public journals. I think the MANUFACTURERS' RECORD can congratulate itself on having been the pioneer; that is to say, the first great journal to realize the importance and what should be the public interest in a development of this character.

"This campaign, which has been long and arduous, has resulted as I had expected and hoped from the beginning. The results even yet are hard for the unimaginative and cold-blooded business man to realize, but it has now gained a momentum which will in the next few months, or at least within two or three years, command the attention of people not only in the United States, but in the overcrowded sections of Europe, where the pressure for subsistence is growing stronger, and where the population must leave the Fatherland for newer and greater opportunities which this country can afford from now on only by the reclamation and uses of its waste places.

"To New Orleans and Louisiana it means more than to any other part of the country. Louisiana is by far, from a soil standpoint, the richest of all the States. Only a very small portion of its fertility has ever been used. The development now started will bring practically every acre of its alluvial lands into cultivation, and when this is done neither Holland nor Egypt, or both of them combined, will be able to supply as many of the necessities and luxuries demanded by the human family as the State of Louisiana. For New Orleans it means another million people as soon as the lands contiguous to the city are reclaimed, and no limit to its growth when the Delta lands from the Arkansas lines to the Gulf are all producing corn, both long and short staple cotton, sugar and rice for the whole country, with enough lands left for the Winter Gardens of the Mississippi Valley."

The Trowbridge & Niver Company of Chicago, who were reported in the MANUFACTURERS' RECORD last week as having undertaken the reclamation or drainage of Louisiana lands on a very large scale, with a view to the ultimate draining and development of 1,000,000 acres owned by Mr. E.

Wisner of New Orleans, writing under date of January 29, says:

"We quite agree with you that the commencement of the reclamation of Mr. Wisner's lands will greatly benefit that portion of the South, and we trust and believe it will be followed by similar work on the part of a good many others. The land-owners of Louisiana are not many in number, the holdings are large, and in many cases those holding the lands are well-to-do people. A little effort on the part of those who do hold large acreages in the way of the reclamation and improvement of their lands, even though it be on a small scale, would very generally benefit that whole country. The project in which we are interested will be pressed very vigorously—first-class colonization people, responsible and aggressive contractors, both will commence work at once, and it will not be many days before you will begin to see transformation in that part of the country."

As the Trowbridge & Niver Company are probably the largest handlers in the United States of irrigation and reclamation securities, having for years been identified with this work in the West, it is very gratifying that they are now turning their attention to the broadest development of the great possibilities in the drainage of the wet lands of the South.

Mr. J. F. Merry of Manchester, Iowa, the general immigration agent of the Illinois Central Railroad Co., writing to the MANUFACTURERS' RECORD under date of January 28 in regard to this great movement for the drainage of Louisiana lands, says:

"The MANUFACTURERS' RECORD has for a year or more been publishing articles relating to the reclamation of overflow lands throughout the country, and especially in Louisiana. The Illinois Central Railroad Co., as you know, is largely interested in the city of New Orleans, and any measure that contributes to the development of that city is recognized by this company. Through personal letters from parties owning large tracts of these overflow lands in Louisiana, I was persuaded to visit New Orleans and make a careful examination of both the prairie marshes and the cypress swamps that had already been reclaimed through the efforts of Mr. Edward Wisner. I must confess that I was very skeptical as to the practicability of those lands being reclaimed in such a way as to attract farmers from the North and West. After visiting a number of families who had been located on these reclaimed lands from one to two years I was forced to admit that my conclusions were wrong, both as to the healthfulness of these reclaimed land communities and as to the great variety of crops that could be grown on those alluvial lands.

"Gathering all the data possible concerning these lands and the methods by which they were reclaimed, I compiled a 28-page pamphlet, which was ready for distribution the middle of last September. Within six weeks the demand had been so great for these pamphlets that the first edition was exhausted, and another edition of 25,000 was printed. The thousands of inquiries that came to this office for the pamphlet, 'Louisiana Reclaimed Lands Make Fertile Farms,' were not all of them from farmers by any means. They were from bankers, trust companies, engineers, secretaries of chambers of commerce, boards of trade, business men's leagues, etc., from capitalists and large real estate investors throughout the country.

"In several instances parties who re-

ceived the pamphlet have visited Louisiana and have advised that the practicability of reclaiming the overflow lands of Louisiana was no longer a question, and that enough of such lands have already been reclaimed to show how easily and how cheaply the work may be done. No one who has any knowledge of lands ever questioned the fertility of Louisiana's alluvial soils, and now that the drainage of these overflow lands is easily possible there is no longer any question about their development, and it is not surprising that so many capitalists from Chicago, New York, Detroit, Des Moines and other cities are investing their money in these lands, which are bound to advance in price far beyond what they are now being held at. The advantages of this development to the city of New Orleans cannot be overestimated, and the progressive citizens of the Crescent City realize this as they never have before."

ATLANTA IN 1910.

Building Improvements Planned and Under Way.

[Special Cor. Manufacturers' Record.]

Atlanta, Ga., January 28.

Having been a resident of Atlanta for the past 30 years, and having had a great deal to do in its growth and building interests in the past, and now having retired and chosen to be a looker-on in the future, I am frank to say that to predict that Atlanta will keep up her record in the building improvements of the past few years in 1910 is not a conjecture.

Already much new work is now in course of erection and still a large amount is proposing. The character of work in the last few years has greatly improved, both in the cost and finish, and has kept pace with the times and rapid improvements so largely presented for the coming years.

Several sections of the city may be mentioned, both central and urban. That part recently suggested by the erection of our new million-dollar postoffice has undergone rapid changes in the cost of the property and the number of permanent business structures. Apartment-houses and public places spring up in numbers on the prominent corners.

Forsyth street, one of the prominent connecting thoroughfares from the northern part of the city to the terminal station, and its vastly improved surroundings, is the moving spirit of the central mart. The new 10-story theater just being completed is one of the handsomest structures of the kind in the South. Built of concrete construction, fireproof, fitted with the latest improvements in electrical and theatrical appliances, it will be soon opened for its special business. Other corporation and club apartments have been secured in this building, besides a great number of business offices it will accommodate.

Other important structures are already contemplated near this building and will form a large part of this year's work. The Piedmont Hotel is adding 100 new rooms and other elegant improvements, to be completed early in the year.

Walton street, just west of the new postoffice, has just commenced work on two large blocks of business houses, which will be numbered in the work of the year.

On Pryor street, corner of Houston, opposite the Candler Building, a new hotel, in which Mr. Dabney Seville and others are interested, will soon be commenced and pushed rapidly to completion. It will be an 8 or 10-story building, with every modern hotel convenience.

On Broad and Marietta streets the erection of an 18-story steel-construction bank and office building, to be the home of the Third National Bank when completed, is

now under construction and will be one of the handsomest buildings in the city.

The Capital City Club will soon commence the erection of its building at a cost of \$150,000, and has an elegant site already selected.

On Marietta street, just opposite the new Gas and Electric Building, Messrs. A. G. Rhodes & Sons are building and will soon have completed an elegant eight-story concrete office building.

Numbers of important enterprises are daily mentioned in the papers, many of which will materialize and form a part of this year's work.

At the last meeting of the County Commissioners a new courthouse building was favorably considered for Fulton county, which will cost, if erected, from \$250,000 to \$300,000.

Several times recently there have been hints in the papers of a new Y. M. C. A. building, as the association has outgrown its present quarters.

Numbers of apartment-houses in different parts of the city are already planned and will soon be under construction.

Recent real estate transfers in the central part of the city will no doubt call for large improvements this year.

In the residential part of the city, Ansley Park and Peachtree street, many elegant residences have been planned, and their erection as soon as the spring opens is now being considered.

The Christian Science Church has bought an elegant lot in this section and will erect a \$100,000 stone structure in keeping with its usual liberal investments.

Druid Hills, the new and elegant suburban section, is rapidly building up with the most elegant and costly residences in any part of the city. It is rumored that Mr. Asa G. Candler, Jr., will soon commence an elegant and costly residence. Ex-Governor Smith will also build this year in this beautiful part of the city, where the great developments of the land, streets and parks and its wide boulevards go to make this the ideal location for fine homes. Situated in the eastern part of the city, it is connected with the city by rapid street-car facilities.

Atlanta is now pushing and will soon vote on a \$3,000,000 bond issue for streets, sewers, schools and general development of the city, which, if passed by a good vote, will at once place our growing city in the prosperity column for the next 10 years. It has been the wonder and amazement of many of our competing cities that Atlanta should rank so high in its post-office receipts, clearing-house report and building records of 1909. Despite the idea that "prohibition doesn't prohibit," and that Atlanta would take the "dry rot" and be relegated among the cities of the past, our Chamber of Commerce and the Atlanta spirit of our business men move along in a mysterious way, which places her at the top of the list of prosperous and growing cities of the day.

A. C. BRUCE.

BIG PLANT FOR NEW ORLEANS.

Planning \$2,000,000 Compress and Warehouse System.

[Special Cor. Manufacturers' Record.]
St. Louis, Mo., January 26.

Airey and Weis, representing a majority of all cotton interests at New Orleans, are among the organizers of the new cotton warehouse company for that city. They have option on 600 acres with 4000 feet of river front, and propose to erect four warehouses, three stories high, each 220x1200 feet, and three compresses with gravity system of handling bales. Storage capacity of proposed plant will be 500,000 bales; seasonal capacity 1,500,000 bales; cost \$2,000,000. Present plan is part of

larger design for future development on large area of ground secured, which will give ultimate capacity for storing 1,500,000 bales and a seasonal capacity of 4,500,000 bales.

SELDEN-BRECK CONSTRUCTION CO.

[Samuel W. Weis, 817 Gravier street, and Jos. A. Airey, New Orleans, were lately mentioned by the MANUFACTURERS' RECORD as planning this warehousing and compressing system for cotton.]

SOUTHERN HIGHLAND RESOURCES

An Appalachian Exposition Planned at Knoxville.

[Special Cor. Manufacturers' Record.]
Knoxville, Tenn., January 21.

Knoxville, situated in the very center of the Appalachian section, has taken advantage of the great interest now being manifested, both by National and State legislative bodies, in the natural resources of the country, by announcing that from September 15 to October 15, 1910, will be held in this city a great Appalachian Exposition.

Ideally located from a geographical and commercial standpoint, no city is better qualified to exploit the many natural advantages and resources of the great Appalachian section than is Knoxville, and this exposition not only is to manifest by object-lessons to the world at large that untold wealth awaits the development of the latent natural resources, but at the same time to protect the magnificent water sheds of this range by conserving the forest resources and water-powers which find their origin in the Appalachians.

This movement is not a sectional one by any means, but one in which the entire South is invited to assist and co-operate with those States embraced in the Appalachian region, because it is to their interests in every way that the resources of this immense principality be developed. It is also of interest to the South generally—farmers, merchants and manufacturers alike, not to speak of posterity—that the splendid forest resources and incalculable water-powers originating in the Appalachians be forever guarded against destruction. The creation of sentiment to that end is one of the primary objects of this exposition. One of the foremost coal supply depots of the country, one of the greatest manufacturing and agricultural centers in the middle South, Knoxville is splendidly equipped to stage magnificently and to maintain consistently the first Appalachian Exposition ever held.

To the genius of W. M. Goodman, secretary of the Commercial Club of Knoxville, is due the credit for this scheme, and to Wm. J. Oliver, one of the best-known business men in the South, has been assigned the work of organizing the forces and directing the operations of the movement which, in itself, regardless of the unquestioned meritorious features of the scheme itself, spells success in no undecided manner for the institution. No greater recommendation could be given the movement than to have Mr. Oliver at the helm.

Knoxville as a unit is behind this movement, and when the day for the opening of the exposition arrives everything will be in readiness to show to the world that this section possesses the essentials which go to make for empiric strength in agricultural, mining and manufacturing possibilities.

The exposition site is the beautiful Chilhowee Park, a suburb of Knoxville. The natural beauty of the place, with its lake, walks and drives, will be materially enhanced by landscape plans now already under process of formation. In addition to the 76 acres in the original plot in which the park is situated, the exposition has leased grounds adjoining upon which to

construct a giant autodrome and racetrack, where feats in aviation, auto races and other events will be held.

It will be one of the objects of this enterprise to demonstrate to the farmers the possibilities of making farming pay without depending upon such money crops as cotton and tobacco, and to endeavor to show in every way the great possibilities to be derived from the raising of wheat and corn, the Appalachian section being peculiarly adapted to the cultivation of these cereals.

With this end in view a large agricultural building is now in course of construction, and will house exhibits from the mountain portions of the six States included within the radius of which Knoxville is the center.

Persons unacquainted with the characteristics of the Blue Ridge and connecting chains of mountains have little conception of the forage and food and fruit potentialities of this region; neither do they appreciate that in this section also lies awaiting the development by man some of the greatest iron-ore and coal properties in the entire country.

Coal mining will be demonstrated to the sightseer in the most practical manner. In a building especially constructed will be a replica of a coal mine, showing the mouth of the mine and carrying out the scheme of tunnels and galleries. Also a mine tramroad will lead into the recesses of the artificial cavern, so that the visitor will enjoy the novel sensation of inspecting an exhibit faithfully reproducing the conditions under which the section's fuel is garnered. Also will there be exhibited in a building set aside for the purpose a soil display typical of the soils to be found in the Appalachian section, demonstrating how each and every kind of soil to be found in this region can best be cultivated.

The fisheries are a feature which will not be neglected and will be faithfully portrayed by concrete exhibits of the finny tribe. The fisheries exhibit will also comprehend what the National Government has done toward preserving and developing this important branch of the Southern streams embraced in the Appalachian chain, setting forth what must be done for this movement, at the same time pointing out the big results to follow upon its accomplishment.

The officers and directors of the company formed for the exploitation of the exposition follow:

Wm. J. Oliver, president; Geo. E. Helm, vice-president; W. J. Savage, second vice-president; Jesse Thomas, third vice-president; Cary F. Spence, fourth vice-president; O. M. Tate, treasurer; W. M. Goodman, secretary and director-general.

Executive Committee—Charles M. Harvey, A. T. Dossier, D. C. Chapman, Geo. E. Helm, O. M. Tate.

Directors—Wm. J. Oliver, Geo. E. Helm, O. M. Tate, M. D. Arnold, B. A. Morton, A. T. Dossier, D. C. Chapman, R. S. Hazen, W. M. Goodman, C. H. Harvey, C. F. Spence, John P. Kern, D. M. Chambliss, G. F. Milton, A. F. Sanford, Jas. G. Sterchi, C. B. Atkin, Jesse Thomas, W. J. Savage, J. L. Deaver and E. H. Scharinghaus.

With the names of these leading business men appearing on the roster of directors the Appalachian Exposition can be safely counted a success long before the time comes to open its gates.

Aside from this, every Knoxvillean is thoroughly imbued with the commercial importance and national significance of the project, which serves only to instill additional enthusiasm into the scheme each day.

There must necessarily be many sides to a big show of this character, and every provision is being made to gratify and please the taste and demand of everyone,

from the farmer who comes for instruction and the one who comes for pleasure and amusement, to the scientist and business man, who will come for the purpose of acquainting himself with the manifold advantages the Appalachian section possesses.

President Taft has signified his willingness to be present during a part of the time the exposition is running. It is his intention to open the exposition, if possible to do so, but he gave the exposition committee who waited upon him to understand that they could depend upon his being here some time during the progress of the show.

LUMBER AND COAL.

Jackson, Ky., to Grow With Development of Resources.

[Special Cor. Manufacturers' Record.]
Jackson, Ky., January 21.

This place, situated on the North Fork of the Kentucky River, is a place through which the traffic occasioned by the mining and shipping of millions of tons of coal and millions of feet of rough and manufactured lumber must go.

At present it is the eastern terminus of the Lexington & Eastern Railroad, a line of 95 miles, the other end of which is at Lexington, Ky. An extension of about 40 miles has been located to a point beyond Hazard, the county-seat of Perry county, the construction of which is being seriously considered. An extension of several miles will be made in the spring from Jackson up to the mouth of Quicksand Creek, the line following the river very closely. This extension is to be built to connect with a narrow-gauge line 22 miles long, which will be built by the Stevens Lumber Co., a West Virginia corporation. This narrow-gauge road will follow Quicksand Creek and will make available for the market some of the finest bodies of timber and coal in Eastern Kentucky. Work on construction of both lines will be commenced as soon as the weather is open enough for grade work.

The value of the coal and timber adjacent to the North Fork and its waters, which must inevitably come through Jackson, can hardly be estimated. There are thousands of acres of land with from four to six veins of workable coal from 3 to 11 feet thick, and from 7,000 to 10,000 feet of timber per acre, waiting for the coming of the "iron horse" and its "iron track." Thousands of acres of this land will produce 30,000 tons of coal to the acre, and 100 miles of railroad will reach an area sufficient to produce 1,000,000 tons of coal per annum for a period of 100 years.

Jackson will have to grow with the development of the rich resources surrounding it, and its present population of 2500 inhabitants will be lost in the influx of strangers whenever this development is made.

The business transacted here at present, however, is all out of proportion to the size of the town, and the figures are surprising for 1909, running close to \$1,500,000. This enormous volume of business was handled principally by the Swann-Day Lumber Co., which company runs a large sawmill and planing mill, and the electric light and ice plant, and the following firms: M. S. Crane, \$200,000; Day Bros. Company, \$150,000; Floyd Day & Co., successors to Hargis Bros., \$100,000; S. S. Taulbee, \$75,000, and several smaller business firms. Up to 1909 Jackson had but one banking institution, the Jackson Deposit Bank, of which Floyd Day is president and J. Head, cashier, the deposits running about \$75,000. During the past year two more banks have been organized and opened for business. These are the Breathitt County Bank, with deposits about \$50,000, Messrs. E. P. Crawford, president, and J. T. Hindman, cashier, and the First National Bank, with deposits

about \$50,000, Judge J. P. Adams, president, and J. H. Letton, Jr., cashier. The First National Bank has just erected a modern business block on Main street, constructed of vitrified brick at a cost of \$20,000, the lower floor of which will be occupied by the bank and Jett Bros., who conduct a large general mercantile business. There are 10 office suites on the second floor, and the building is furnished throughout with all modern conveniences. The Ohio Valley Tie Co. is one of the leading business concerns of the town, and handles hundreds of thousands of railroad ties every year. Its plant in South Jackson is fitted up with all the appliances necessary or convenient for carrying on its business.

The erection of residences has been rapid during the past year, and W. S. Jett, Methodist Church, Messrs. Linville Hagins, T. T. Cope, Dr. Ripple, Jordan Moore and Fred. Brown together have invested about \$25,000 in modern and convenient homes. Mr. Lee Hagins has built a \$4000 business block on Main street.

Property in Jackson rents for a profit of 20 per cent. to 25 per cent., and it is hoped by the citizens that the increased banking facilities will bring to Jackson the \$1,250,000 that citizens of this place now have on deposit in banks in Winchester, Ky., and Lexington, Ky.

The Imperial Coal Co., which has an operation at Jackson, employs 100 men and produces 500 tons per day. Mr. Fred. Brown is general manager of the company.

The Canal City Coal Co., P. O. Canal City, Ky., near Jackson, produces 400 tons per day of fine cannel coal, and Clay & Taylor of Wilhurst, Ky., produce 200 tons per day of the same coal. Both of these operations are on the Knoxville & Ohio Railroad, which connects with the Lexington & Eastern three miles from this city.

JOHN HOWARD.

Birmingham Iron Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., January 31.

Satisfactory inquiries for scattering lots of iron are reported for the week just closed. In addition to scattering sales, some round tonnage lots were booked on basis of \$14 per ton f. o. b. cars at the furnace. As a matter of fact, the market is still unsettled as to an established base price. There are sales being made right along at \$14.50 per ton, No. 2 foundry base, for even prompt shipment. As far as can be ascertained there are no Southern sellers who have opened their books for other than first and second quarter deliveries. While it is well understood that there are yet quite a few buyers who have not covered their needs for the first half of 1910, there seems to be no disposition on their part to hurry matters in that direction. It is estimated that furnace stocks and output are practically on a par as conditions now exist in the district. None of the companies is pushing its plants as to output. The month just closing will show some considerable decrease in output, and the month of February will go even lower. This, it is calculated, will have material bearing on market conditions. Then, again, foreign agitations of different kinds, together with certain conditions in other countries, all contribute their share to a temporary stagnation in business along all lines. The pig-iron market is a sensitive one, and it takes only a slight shock to interrupt it. Very satisfactory business is reported in charcoal pig-iron, and prices remain firm at \$22 to \$22.50 per ton at the furnace.

No changes are recorded in the heavy pipe market. Under present season conditions it is hardly expected that more than scattering business should obtain. With orders in hand and the usual daily

and weekly sales, manufacturers are very comfortably fixed for several months ahead. Following prices are quoted per net ton f. o. b. cars Birmingham: Four-inch, \$25; 6, 8 and 10-inch, \$23; 12-inch and over, average of \$22, with a dollar a ton extra for gaspipe; fittings, \$60 per ton at the works here.

The old-material market is a dragging one again, and is only characterized by scattering sales here and there. Recent developments would indicate that it is a buyer's market, and when a buyer's views are not met the dealer seems to consider himself safe in piling his scrap. Following prices per gross ton, Birmingham, are quoted:

Old iron axles, \$20 to \$20.50.
Old iron rails, \$15.75 to \$16.25.
Old steel axles, \$17.75 to \$18.25.
No. 1 railroad wrought, \$14 to \$14.50.
No. 2 railroad wrought, \$12 to \$12.50.
Dealers' wrought, \$12 to \$12.50.
Old steel rails, \$12.50 to \$13.
No. 1 machinery, \$12.50 to \$13.
No. 1 steel, \$13 to \$13.50.
Old standard car wheels, \$13.75 to \$14.25.

Light castings, stove plate, \$9.75 to \$10.25.

Cast borings, \$6 to \$6.50.

The engineer in charge of construction work on the plant of the Birmingham Horseshoe & Rolling Mill Co. reports that his force has the work well under way and that everything is being rushed as much as possible. Contracts for machinery, etc., have not been placed, but bids are being received on same.

IN THE NORTH PANHANDLE.

Where Texas Farmers Find Automobiles a Necessity.

[Special Cor. Manufacturers' Record.]

Ochiltree, Tex., January 31.

The "North Panhandle" of Texas is generally understood to mean that territory lying between the Canadian and Beaver rivers, which includes a portion of Beaver county, Oklahoma, the same being identical in all physical characteristics with the adjacent Texas territory. The Texas counties included are Lipscomb, Ochiltree, Hansford, Sherman, Dalham, Hartley, Moore and the northern portions of Oldham, Potter, Hutchinson, Roberts and Hemphill. This entire area of about 11,000 square miles is without railroad facilities, except at the west end, where it is crossed by the Fort Worth & Denver City and Rock Island railways, with their junction at Dalhart. The trade of this section is carried on from points on the Rock Island, north of the Beaver River, and points on the Santa Fe, south of the Canadian River, and on account of the long hauls—from 40 to 80 miles—and the deep sand bottoms along these streams and sand hills bordering, trade and agriculture have been held down to the limit of actual necessity, and development has been only a possibility contingent upon the building of a line of railroad east and west between these two rivers. Such a railroad is now under construction from Dalhart to Ochiltree, in Ochiltree county, passing through the present towns of Dumas and Hansford and establishing eight new towns as business centers in the various sections.

The average population at present is less than four to the square mile, including towns and a portion of Beaver county, where there is a family on nearly every quarter section, while every element of soil, climate, water supply, etc., fits this country to support as dense a population as any other agricultural section in the United States. This fact is significant of the development to come and the pos-

sibilities now opening up for industry and commerce.

General conditions as to soil, topography, climate, water supply, crops, etc., are the same all over this section. The soil is deep and productive, and has demonstrated its adaptability to the growing of wheat, oats, corn, alfalfa, broom corn, Kaffir corn and other feed crops, sugar beets, potatoes, vegetables, etc. The wheat of this section is famous, and this will doubtless be the staple crop, though there are some who claim that sugar-beet growing will prove more remunerative. This country is still feeling the effect of the old popular impression that it is an arid or semi-arid region, this impression having been kept alive for years by the big cattle men, who held large tracts of the land for grazing purposes, but the fact remains that the rainfall is as abundant and even more seasonable than in many of the older agricultural States. The writer has talked with farmers from other States, including some from Iowa, some from Illinois and Missouri, some from Central Texas, who have been farming here for from two to twenty years, and their unanimous opinion is that crops are as good and as certain as in the recognized wheat and corn districts of the country. Conditions this fall and winter have been good and the acreage has been materially increased. Experienced men estimate that there will be from 2,000,000 to 2,500,000 bushels of wheat and oats to be shipped out of this section the coming year. The writer believes this to be under the mark.

The most peculiar feature of this section is its topography. Outside of the "breaks," or broken lands, along the Beaver and Canadian rivers and Paladura and Wolf creeks, the land is practically all tillable. As a whole, this region has been classified by the State of Texas as 90 per cent. tillable and 85 per cent. level or slightly rolling. This is remarkably demonstrated by the fact that it is not at all infrequent for an automobile to make the trip from Dalhart, southeast through Dumas and thence north and east to Ochiltree—a distance of 125 miles—in five hours, over ordinary roads and without crossing over anything that an Eastern man would call a hill. Going north from Ochiltree to Liberal the mail stage travels 30 miles over slightly rolling country before it strikes a break in the ground—every foot smooth and unbroken. The Enid, Ochiltree & Western Railroad, now under construction out of Dalhart by the Panhandle Construction Co. of New York, Fred L. Bryant, manager and assistant treasurer, Dalhart, has no bridges or trestles on its entire 113 miles from Dalhart to Ochiltree. Its maximum grade is .5 per cent., and no heavy work is required to produce this.

While the general characteristics of these counties are much the same, there are some differences that might be noticed. Lipscomb is probably best supplied with running water and more natural alfalfa land in the valleys of its streams. Hansford county, however, has accomplished much in the way of alfalfa-growing. In this county there is a tract of about 15,000 acres of subirrigated alfalfa land in the valley of the Paladura Creek. In this valley is situated the 1000-acre alfalfa farm of Mr. J. M. Simmons, who makes a specialty of alfalfa seed and who has become famous in this line. His product invariably takes the highest prizes at agricultural exhibits, and has attracted the attention of governmental specialists in Canada and the United States.

The altitude of this region varies from 2900 feet above sea-level at Ochiltree to 3900 at Dalhart. There are very rarely

any extremes of heat or cold in the different seasons, and experience seems to teach that climatic conditions here are such as to impart a peculiar vitality to both plant and animal life. In 1898 a body of French scientists reported to their Government that within a certain area, which embraces this North Panhandle, it was impossible for tubercular bacilli to exist. This is doubtless due to the same climatic and atmospheric conditions which have demonstrated their beneficent influence in the health of animal and plant in this section.

The people in this country are alive, up to date and energetic. Their country schools are well maintained, and in each county-seat is to be found a school where a high-school education is available. Many of the farmers own automobiles, which are more of a necessity than a luxury in this region of long distances. In each county-seat newspapers and banks are supported, and it might be added that these people are building their own railroad and are hoping to have it completed in time to move their coming crops.

HAMLIN PALMER.

JOHNSON CITY'S OUTLOOK.

Advantageously Located for Industries of Many Kinds.

[Special Cor. Manufacturers' Record.]

Johnson City, Tenn., January 20.

Lying in the beautiful and fertile valley of the Watauga River is Johnson City, on the lines of the Southern Railway and the Carolina, Clinchfield & Ohio Railroad, 1700 feet above sea-level. It is 122 miles from Knoxville and 25 miles from Bristol, Tenn.

Here are to be had millions of feet of the finest grades of hardwood lumber for manufacturing; coal from the celebrated Clinchfield mines in Southwest Virginia delivered to this city at about \$1.50 per ton; shipping facilities of unusual advantages, there being two competitive railways leading to all parts of the country, giving the shipper or receiver the privilege of selecting his own route, and a citizenship fully imbued with public spirit.

In 1890, the population was 4000, and today is over 12,000. More than \$500,000 was spent in buildings during 1909. Ten miles of paved sidewalks were laid, and fully as much more provided for. There is a modern and well-equipped electric street railway. This is a distributing center for poultry, fruit and agricultural products.

The city has recently voted bonds to the amount of \$375,000 for a better and more adequate supply of water. The quantity which is computed to be furnished will be 7,500,000 gallons a day, enough to supply a city of 75,000. Municipally-owned water will be furnished both home and factory at a minimum of cost.

The United States Government is just now having built a handsome stone and brick building to be used as a postoffice and a Federal building. It will cost upward of \$100,000. One hundred and twenty-five thousand dollars have been spent in the erection of more than 30 dwellings, and 14 store buildings are being erected, the whole costing not less than \$50,000. More than \$100,000 will be spent in other store buildings.

There is a movement nearing consummation to harness the Watauga River, one of the most important streams in the Appalachian region, which will furnish to the city upwards of 50,000 horse-power. It is said that electricity will be furnished to manufacturing plants at a cost cheaper than steam produced from coal, which is now being obtained at \$1.50 a ton delivered.

One of the most important factors in the growth of Johnson City is the building and completion of the Carolina, Clinchfield

& Ohio Railway from the coal fields of Southwest Virginia to the cotton-mill districts of South Carolina. This road has opened up and is developing one of the richest sections perhaps of the United States. The entire territory traversed—from Dante, Va., to Spartanburg, S. C., a distance of 240 miles—is rich in timber, coal and iron, practically untouched, or at best only scratched. Mr. George L. Carter, the president of the Carolina, Clinchfield & Ohio Railroad, said to me:

"This road was primarily built for transporting freight, and crossing of the mountains at its widest part was to get a

volving an annual expenditure in its maintenance of over \$500,000. It is worthy of note that near Johnson City in 1772 the Watauga Association founded "the first free and independent community established by men of American birth on this continent." They "founded a republic by a written association, appointed their own magistrates, framed laws for their present occasion and set the people of America the example of erecting themselves into a State independent of the authority of the British King."

Mr. R. S. Boyd of the firm of R. S. Boyd & Co., real estate men, says:

corporation controlled the plant, was really conducted by a firm. At the beginning Mr. Baldwin was alone, but in 1839 he took in two partners. There were changes from time to time, and the firm of M. W. Baldwin & Co. was conducting the business when he died in 1866. Last July, just before the business was incorporated, the firm was Burnham, Williams & Co. The corporation is now known as the Baldwin Locomotive Works, of which John H. Converse is president; Wm. L. Austin, vice-president and engineer; Alba B. Johnson, vice-president and treasurer; Samuel M. Vauclain, general superintendent, and

GALVESTON CAUSEWAY.

A Great Engineering Work Two Miles Long for Railroad and Other Traffic.

The accompanying illustration shows the great causeway over Galveston Bay as it will appear when completed, connecting the city of Galveston with the mainland by means of a substantial engineering work. The A. M. Blodgett Construction Co. of Kansas City, which was awarded the contract last summer for building the roadway and the concrete arches, is making progress, having now eight of the



direct short haul from the coal fields to the cotton mills and the Atlantic coast, yet it is to be doubted if any railroad traverses a more beautiful and picturesque region, affording the tourist and traveler a ride fraught with many wonders of scenic beauty. We have opened a railway which in its operations will give a commercial and industrial impetus to this immediate section, and all along its rail, which will mean millions of dollars in development for the good of the people and the growth of this section."

The Commercial Club, C. L. Marshall, president, is awake to the needs and necessities of the city. Mr. Jos. O. Lewis, the secretary, is a capable and efficient officer, and is leaving no stone unturned in the development of the city on business lines. He says:

"On account of its situation, its climate, its natural advantages, raw materials,

"Values in city and farm property are quite reasonable. Farms range at from \$25 to \$100 an acre, dependent on condition and location. The demand for dwellings and stores has exceeded the building and capacity 25 per cent. for the past four or five years."

C. L. Marshall, vice-president of the Brading-Marshall Lumber Co., says:

"The demand for lumber and building material has far surpassed recent years, and from the present outlook there is every reason to believe that Johnson City will far surpass herself in building operations during the year 1910."

ALEXANDER HELPER.

THREE BALDWIN ENGINES.

Progress of Locomotive Construction Graphically Displayed by a Group.

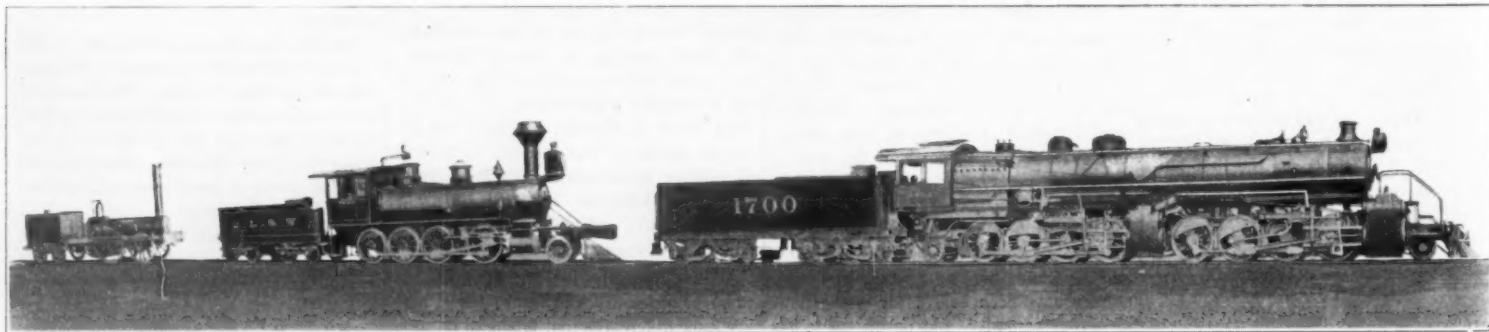
The picture here presented, showing three locomotives so that their sizes may

Wm. de Krafft, secretary and assistant treasurer.

Like some other large businesses, that of the Baldwin Works sprang from very small beginnings, and was the result of demands made upon Mr. Baldwin, who was not at first interested in heavy machinery, but, on the contrary, was trained for most delicate work. He was a manufacturing jeweler by trade, but in 1825 began the manufacture of tools for bookbinders and of cylinders for printing calico. Being an ingenious mechanic, he built a stationary engine for his own use, and this resulted in orders being given to him for similar machines desired by other people. Thus gaining a reputation in steam engineering, he was requested to design and build locomotives, and the first one he constructed for service was known as "Old Ironsides," and was ordered by the Philadelphia, Germantown & Norristown Railroad Co. and

piers under way, two of them being completed above high-water mark.

The entire causeway will be a little more than two miles long, the exact length being 10,642 feet. The arched bridge portion will be 2472 feet and the roadway, or embankment portion, about 8170 feet. There will be a lift drawbridge erected by the Pennsylvania Bridge Co. of Beaver Falls, Pa., with a clear span of 100 feet. The bridge will be 44 feet wide, of which 27 feet will be devoted to standard-gauge railway tracks and 17 feet for electric interurban railway and county highway. The arched portions of the viaduct will be 65 feet wide, of which 29 feet will be for the steam railway tracks, 15 feet for the interurban railway and 21 feet for county highway and city water mains. There will be 28 arches of 70 feet span. On the embankment section the top will be 110 feet wide, of which 50 feet will be reserved for the



1832

1876

1909

transportation facilities and water-power, together with abundance of cheap coal, cheap native white labor, farm, timber and mineral lands contiguous to Johnson City, is it to be wondered that in so short a time we have a city which is largely attracting the capitalist and investor throughout the country? We need more manufacturing plants and jobbing houses, farmers and fruit growers, poultry and stock raisers, and to these we offer the finest opportunities to be had."

Here is located perhaps the largest and most picturesque Soldiers' Home for Federal soldiers in the United States, completed at a cost of over \$3,000,000, and in-

be accurately compared, each of radically different appearance from the other, outlines the great progress accomplished by the Baldwin Locomotive Works from the date of their establishment to the present. The smallest engine was the first built by M. W. Baldwin, the founder of the works. The second locomotive shows one of the larger freight engines built in the Centennial year, and the third is the largest locomotive yet constructed at the work; it was built last year for the Atchison, Topeka & Santa Fe Railway, and is a Mallet compound.

Until last July the business of the Baldwin Works, although referred to as if a

put in service in 1832. Within three years Mr. Baldwin found that the manufacture of locomotives was his principal business, and in 1835 he established his shop at Broad and Spring Garden streets, in Philadelphia, where the works are situated today.

According to a dispatch from Albany, Ga., Mrs. F. D. Ramsey has refused \$80,000 for 80 acres of a pecan grove seven miles from Albany which was planted 11 years ago by her husband, and which is expected to yield within three or four years not less than \$10,000 a year.

steam railways, 27 feet for the electric interurban railway and 43 feet for the county highway. The rails will be about 17 feet above average low tide, and the estimated cost of the construction of the entire work is very nearly \$1,500,000, exclusive of the approaches from the shore.

It is desired to complete the work by the end of 1910.

The National Association of Cotton Manufacturers will hold its next meeting at Boston April 27 and 28, coincident with an exhibition of textile machinery and products by the Textile Exhibitors' Association.

ALACRITY OF SOUTHERN COMMERCIAL BODIES FOR NEW INDUSTRIES

WHAT IS YOUR TOWN DOING?

The MANUFACTURERS' RECORD will be glad to receive from responsible correspondents in every town in the South brief items of news about business conditions and the opportunities for industrial enterprises. This information is desired for publication without cost of any kind to the sender, and regardless of whether the writer of the letter is a subscriber or not. The MANUFACTURERS' RECORD accepts no paid town write-ups. It seeks information of this kind from commercial and industrial organizations and from municipal authorities in every town and city of the South.

TO PARTNERS FOR THE SOUTH.

Referring to our standing invitation to Southern business organizations to send us for publication, free of cost to them and whether or not they are subscribers or advertisers, proper matter likely to attract to their respective communities investments in the shape of men or of money, the Little Rock (Ark.) daily *Board of Trade Bulletin* generously says:

"There is a splendid example of Southern newspaper generosity, public spirit and love of country. The MANUFACTURERS' RECORD is a grand publication. It is a willing worker for the South. Every board of trade in Arkansas should get up a readable and truthful story about its attractive advantages and send to the editor. The Little Rock Board of Trade feels very grateful to the MANUFACTURERS' RECORD for the courteous consideration always shown as to matters relating to Arkansas."

The *Val Verde County Herald* of Del Rio, Tex., says:

"Fred I. Meyers, secretary of the Del Rio Commercial Club, has a very interesting article in the MANUFACTURERS' RECORD of December 30 relative to progress in the Queen City of the Border. Mr. Meyers tells us that he has had many inquiries from all over the country as a result of this article, and we take occasion here to commend the MANUFACTURERS' RECORD for publishing the same, and also to remark that our city has enjoyed an era of publicity since the appointment of the present secretary such as she never knew before. Let the good work go on. The upbuilding of Del Rio is our motto, and we are ready to praise every man who is engaged in the good work."

Mr. C. Wilbur Coons, secretary of the Business Men's Club of Waco, Tex., writes:

"The ready co-operation of your paper and its staff with commercial-club secretaries in the efforts for development and progress must be as pleasing to the profession as a whole as it is to me personally."

We reproduce these kind messages for the purpose of emphasizing our wish that, for the benefit of individual communities and of the South as a whole, our invitation will continue to be accepted, and to make a suggestion that communications of 200 or 300 words will be more likely to be given prompt publication than longer ones. We desire to have this department as broadly representative of the South as possible each week.

What is your town doing in the way of new enterprises or municipal improvements?

FOR A TROLLEY LINE.

Board of Trade,

Front Royal-Riverton, Va., Jan. 25.

Editor Manufacturers' Record:

The Norfolk & Western Railway Co. will erect a new depot near the junction of its road and the Southern Railway this spring, which will be known as the Front Royal-Riverton Station, the present station to be discontinued because of the great inconvenience in reaching it. The new station will be built near the junction of the two railroads and also near the main street connecting the two towns,

Front Royal and Riverton, and it is the hope of our citizens to have a trolley line connecting the town of Front Royal with the new station, the distance between the two being a little over one mile and a half.

This ought to be a good investment to persons interested in construction of trolley roads, as the line, if built, would carry the passengers, freight and express business of the town, and power could be gotten from either of the two rivers that form their confluence within 200 yards of the site of the proposed new station. I shall be glad to have you call attention to our needs in your journal. I wish to say that I enjoyed immensely that masterly address before the Appalachian Engineering Association last November. I have always admired you for the great work you have been doing for our dear old South.

HUGH E. NAYLOR,

Secretary.

HOUSTON SHIP CHANNEL.

Business League,

Houston, Tex., June 25.

Editor Manufacturers' Record:

The Houston delegates in attendance at the National Rivers and Harbors Congress which assembled at Washington during the month of December last, at which time a hearing was secured before the rivers and harbors committee, made a strong presentation of the necessity for the early completion of the Houston ship-channel project. In its recommendations the committee has elected to treat the ship-channel proposition as a distinct subject, and the item of \$1,250,000 included forms no part of the general appropriation, and is an entirely distinct item and contingent upon the city of Houston providing a like sum, which total, it is estimated, will provide a 25-foot channel from the Gulf of Mexico to the Houston turning basin. The above is in line with the proposition made to the rivers and harbors committee, and contemplates the early completion of the ship channel as per the recommendations of the United States engineers. A large force is at work at the turning basin constructing the municipal wharves, slips, etc., and when completed their use will be free to shipowners. The Willman Crate Factory, with a capital of \$300,000, has recently located near the basin. To invite the erection of factories some of the landowners are offering free building sites, and the general utilization of the channel frontage will be the ultimate result.

In casting about for the further advancement of this city, and eager to add another to her assets, the Houston Business League recently appointed a committee to investigate the natural-gas fields of Caddo parish, Louisiana, with the view of constructing a pipe line to this city, and has made its recommendations. It was found that 25 of the largest wells had a combined capacity of 920,000,000 cubic feet per day; that the product was sweet and wholesome and produced a brilliant light, the natural pressure being such as it was believed would not require the use of pumps between the fields and this city, it being not less than 465 pounds to the cubic inch. It is proposed to use the gas for lighting, heating and manufacturing purposes, and the committee strongly recom-

mended that ways and means be devised for its quick utilization. The question will be further agitated by the league at once.

ADOLPH BOLDT,

Secretary.

BRIDGE BUILDERS WANTED.

Commercial Club,

Byers, Tex., January 24.

Editor Manufacturers' Record:

The money is in sight for a combination wagon, toll and railroad bridge across Red River, between Oklahoma and Texas, at a point near Byers, Clay county. A small gap of 12 miles intervenes between Byers and Waurika, Okla., which, if closed, will connect the Frisco & Rock Island systems with all roads at Wichita Falls, Tex. Wichita Falls, Petrolia and Byers, Tex., co-operating with Waurika, Okla., have got about \$200,000, with which they intend to build a toll bridge and thus remove the barrier to the extension of the above-named and other lines of railroad that are now wanting to get into Texas. The Frisco is at present building into Waurika, Okla., from Ardmore. When this bridge matter is well under way a new independent railroad will be constructed from Waurika via this bridge to Byers and on southeast to Ringgold, where it will connect with the Rock Island and "Katy." We want to get in correspondence with bridge builders. It has been variously estimated that the bridge will cost \$150,000 to \$250,000. If \$150,000 will build it, we have got the money right now.

FRANK M. WHITE,

Secretary.

COVINGTON IMPROVEMENTS.

Commercial Club,

Covington, Tenn., January 27.

Editor Manufacturers' Record:

Messrs. Williams & Boyd have about completed their new flouring mill; daily capacity, 200 barrels. They expect to be ready for the new crop of wheat.

The First Baptist Church of Covington expects soon to commence the erection of a new house of worship at a cost of \$40,000. It is said that the money is mostly subscribed.

The Covington, Collierville & Clarksdale (Miss.) Interurban Railroad has been surveyed, and work is expected to begin soon on construction.

The Hines Lumber Co. has sold out its Covington branch business to the Citizens' Lumber Co., a new organization. This company is adding facilities with a view to extending the business.

The Covington Bottling Works has just finished a year's successful business in its new two-story brick building, which was built about one year ago.

The Covington Cotton Compress & Warehouse Co. has been improving and extending its plant in the way of roofing and new sheds.

New buildings are about to be erected in the beautiful Cloverdale Park, which was but recently opened up and subdivided into city lots.

L. HILL, JR.,

Secretary.

STIRRING AT CLINTON.

Commercial League,

Clinton, Okla., January 24.

Editor Manufacturers' Record:

Beasley & Hawks have commenced the erection of a three-story-and-basement hotel; steam heated, electric lighted, baths and all modern conveniences; cost \$30,000.

Bodantha & Johnson have commenced the erection of two two-story business buildings; 25x100 feet; cost to be about \$18,000.

An election for bonds was held at Clin-

ton, Okla., January 25—\$25,000 for the erection of a city hall, \$25,000 for the erection of another schoolhouse. This makes the second schoolhouse in the last 15 months.

Surveyors have started out on the extension of the Clinton & Oklahoma Western Railroad, between here and Anadarko, and will complete the work as soon as possible. Col. Thomas Nance is at the head of this enterprise and will carry it through to completion.

L. T. WILLIS,

Secretary.

A CORN CLUB.

Commercial Club,

Waxahachie, Tex., January 27.

Editor Manufacturers' Record:

At a recent meeting of the directors it was decided to furnish the seed corn to each boy who is a member of a corn club in this, the Good-Roads Precinct No. 1, to plant an acre. Many boys are becoming members of this club. This is the first time this county has made a move in the direction of boys' corn clubs. The seed corn is to be furnished by the Commercial Club, and at a later date it is the intention of the secretary to get the committee on agriculture together and visit the business interests of our town in regard to getting up a desirable list of merchandise and cash premiums for the boys who are the winners at the contemplated Ellis County Corn Show we are to have at a later date. The Congressman from this district, Hon. Jack Beall, has offered a cash prize of \$25 to further the interest of boys' corn clubs in this county.

ROY CONNALLY,

Secretary.

FOR A MILL SITE.

Board of Trade,

Jellico, Tenn., January 21.

Editor Manufacturers' Record:

We have a splendid site for a flour mill or knitting mill just outside of the corporation of this city, on a side track, just a few hundred yards from a coal tippie, where plenty of cheap fuel can be had without any freight charges, and a good stream of water for any purpose running through the property, located right on the main pike running through this valley, just a mile and a quarter from the heart of the city. We are anxious to get a plant built on this ground, and we think some stock in either a flour mill or a knitting mill could be sold in this city. This is a good distributing center. We have a mining population of 15,000 people in a radius of 20 miles. We have three wholesale grocery houses. We would be glad to correspond with anyone looking for a site for an industrial plant like the above.

W. S. HARKNESS,

President.

FOR CLAY PRODUCTS.

Commercial Club,

Nevada, Mo., January 26.

Editor Manufacturers' Record:

We have here, we think, one of the most desirable locations for a plant producing clay products that there is in the country. We have a bed of fire-clay that will run from 11 to 30 feet in thickness. This fire-clay has been tested in various ways by chemical analysis, also by burning, and both tests show it to be of very superior quality for the manufacture of fire-brick, drain tile, sewer pipe, terracotta and many other forms of clay products. The clay is one and a half miles from the heart of the city and about one-half mile from the corporate limits, so that employees in the factory could live in the outskirts of the city and have school privileges. Street-car line also within one-

half mile of the site. Railroad runs across the land, and the country along the railroad is level and well adapted to factory site. The clay is in the hillside, and can be taken above low water in a small creek alongside and carried to factory on tramway by gravity.

We only want parties who are familiar with the business and have the money to make it a success. E. T. STEELE,
Secretary.

FOR A PEANUT FACTORY.

Bank of Roper,
Roper, N. C., January 31.
Editor Manufacturers' Record:

Several citizens of this town are moving to procure the location of a peanut factory here. The opening of the great bridge across Albemarle Sound on the 23d instant marked a new era in the business life of this fertile south Albemarle country. Capital invested here will have all the transportation advantages of points on other great railroad systems, and will for a long time be free from much of the competition of better developed sections. Conditions seem to be ideal for the successful operation of a peanut factory here. We have an abundance of cheap labor suitable for such work. Inexpensive fuel could easily be obtained from the great sawmills in operation here.

The town is located upon exceptionally high ground. It has both rail and water transportation, is naturally well drained, is free from mosquitoes, has deep artesian wells furnishing an abundance of fine drinking water, and has good churches and splendid schools. Electric lights were installed 15 years ago. Land is cheap and rents are reasonable. Fish and oysters are plentiful and as cheap as they were 10 years ago, so that living is had at minimum cost. The well-tilled farms surrounding and adjacent to this town are the finest peanut-producing lands in the great peanut belt of Carolina and Virginia. The yield of peanuts is being increased by leaps and bounds each year. The peanut is not only the greatest legume grown in this country, enriching the soil and making it more productive year by year, but it is one of the most valuable food products, besides making a confection of wide popularity. The demand outruns the supply every season. Here is a fine opportunity for someone with a little practical experience and some capital. Correspondence solicited.

THOMAS W. BLOUNT,
President.

INTERESTED IN RAILROADS.

Twenty-five Thousand Club,
Abilene, Tex., January 15.
Editor Manufacturers' Record:

Railroad activities in Abilene and the Abilene country are getting on a very lively basis since the first of the year. It now seems an assured fact that the Abilene Central will not stop long at Rising Star, but will be extended on in a southeasterly direction as fast as men and money can build it.

The towns of Comanche and Hamilton stand pretty good show of getting this road, provided their citizens show sufficient interest to warrant their consideration. But at any rate the line will be built to a direct Gulf connection during this year beyond any doubts.

A short while back considerable data was gotten up with reference to the probable tonnage on this line through the sections named above, and the showing was a very favorable one, indeed. So much so, in fact, that a contract was entered into for the first 50 miles within a very few days after the compilation of this data.

It is known also that a preliminary survey, or at least a reconnaissance, has been made for a line northwest from Abilene,

extending some 120 miles. On this line no serious engineering difficulties appear to exist, and it only takes a little study of the map of Texas to see that with this 120 miles built to the northwest of Abilene, connecting with the Abilene Central in this city, and the last-named road completed through to a connection either at Waco, Gatesville or Temple, it would furnish the most direct and shortest line as a Gulf outlet via Abilene for the great plains country as well as this section through here.

O. P. THOMAS,
Secretary.

FOR MINING AND FARMING.

Board of Trade,
Versailles, Mo., January 20.
Editor Manufacturers' Record:

Our Board of Trade desires to thank you for your kind offer to gratuitously help upbuild this country through your very substantial publication. Versailles, a finely located city of 2000 inhabitants, is near the center of the center county of Missouri. North, east and west is a fine prairie country highly improved. South is timber, known as the lead, zinc and coal country of central Missouri. Immense bodies of both cannel and bituminous coal are found. Surface mines of lead and zinc ore have been opened, some very productive. However, only the top of these ore bodies have been touched. Fortunes await the men with capital that will develop the coal, lead and zinc in this (Morgan) county. This locality is also known as the fire-clay field of the West. Some of the best fire and potter clays ever discovered are found here in large bodies. Two large clay plants are now in operation, and room for more. Men looking for superior clays should investigate central Missouri. This being a fine fruit, vegetable and bluegrass country, offers every inducement to parties wishing to establish creameries and canning factories, as we have none. On account of the climate, the soil and low price of land, this county offers every inducement to those wishing to put out commercial orchards. Being located between St. Louis and Kansas City, with the Missouri Pacific and Rock Island railroads, we are assured the best of markets.

E. A. CREWSON,
Secretary.

ST. JOSEPH'S OFFER.

Business Men's League.
St. Joseph, Mo., January 20.
Editor Manufacturers' Record:

Never before in the history of the city was there greater industrial and commercial activity, and the prospects for the future are encouraging in all respects.

In the past few years manufacturing has developed extensively, embracing many important items of factory product. Meat-packing remains the most important manufacturing industry, following in order by that of men's work garments, shoes, confectionery and crackers, grain products, office and store fixtures and furniture and kindred articles. There is an ever-increasing demand and excellent opportunities for the establishment of factories which will produce farm implements, machinery, leather and canned goods.

Those seeking information relative to the location of such enterprises, would do well to investigate what is offered at St. Joseph.

H. G. KRAKE,
Commissioner.

FOR WOODWORKING PLANTS.

Young Men's Commercial Club,
Hope, Ark., January 17.
Editor Manufacturers' Record:

In connection with the cash fund of \$80,000 raised here by this league to be given away as bonuses to manufacturing plants that will locate in Hope, we take pleasure in advising that we have already

located one plant, the Huntingdon Wood Manufacturing Co., formerly of Huntingdon, Tenn. Work is well under way on the erection of its factory buildings, and with favorable weather conditions they will commence operating about February 15, manufacturing box shooks, crates, etc., employing to start with about 50 men. We have many openings here for woodworking plants of all kinds, and we invite inquiries from plants of this character.

R. L. PRITCHARD,
Secretary.

INVITES INVESTIGATION.

Business Men's League.
Poteau, Okla., January 21.
Editor Manufacturers' Record:

Poteau is the county seat of LeFlore county, situated in the eastern part of Oklahoma, and is one of the most picturesque towns in the State. The beautiful Poteau River runs by us, and furnishes ample water supply for all purposes. On one side of us stands old Mt. Cave-naugh 1500 feet above our heads, and on the other towers the Sugar Loaf, 2800 feet in the sky. The summits of these mountains are accessible, and furnish most delightful camping places for the summer months. Our streams abound in game fish, and our forests furnish ample returns to the sportsman's gun.

The climate here is comparatively mild, as the north winds are checked by the mountains, and the winters are quite pleasant.

We have around us an ideal valley for fruit, berries and truck gardening. Therefore, we are ready to welcome any progressive fruit grower or gardener who might wish to cast his lot among us.

Our land contains various minerals, and coal in abundance. There is also plenty of fire clay near at hand. Near us are large bodies of timber—oak, hickory, ash, gum and other hardwoods—which can be bought at reasonable prices. We also have plenty of stone for building purposes. Our shipping facilities are excellent, as we are at the junction of the Frisco & Kansas City Southern Railroads. The Rock Island crosses these roads only seven miles south of us, so we are in the triangle formed by these three great carriers of commerce.

Our schools are equal to the best, and are well patronized. We have seven churches, so that one of almost any faith can find congenial fellowship. We have about 2500 population, good system of water-works, electric-lighting plant, planing mill, axe-handle factory, brick plant, three good banks, many up-to-date stores and numerous comfortable homes. We invite those interested in factories to correspond with us, and we insure honest dealing and fair treatment. The City Council will soon vote bonds sufficient to put in a sewer system and city hall.

We can offer special inducements for a furniture, farming implement or cotton goods factory. There is also a good opening for a foundry, or pottery, or canning factory. We invite investigation, and will gladly answer all inquiries.

O. C. FONTAINE,
Secretary.

LOOKING FOR INCREASE.

Industrial League.
Eagle Pass, Tex., January 20.
Editor Manufacturers' Record:

Eagle Pass began the new year by adopting the commission form of municipal government, and there is every promise that this action will result in marked civic improvement during 1910. Among other things it is expected that considerable work will be done in street and sidewalk construction. While building operations during 1909 were not extensive, still, \$100,000 was expended in this direction, and during January new work has been

contracted for to the amount of \$30,000. R. F. Vaughn has begun the construction of a dwelling to cost \$8000; Chas. De Bona is having plans prepared for a \$7000 residence; J. R. Sanford will soon begin the erection of a home to cost \$5000; Jos. De Bona will build a \$5000 cottage, and the Woman's Civic League is planning to erect a \$1000 bandstand of concrete and wrought iron in the Plaza.

The School Board has just completed the erection of a \$30,000 school building, which is one of the handsomest and most modern in Southwest Texas. Whatever else Texas may lack in being up to date, it is certainly abreast of the times in the character and equipment of its educational buildings.

Jos. De Bona has moved into his new warehouse and salesrooms, which will be used for storing automobiles, wagons and buggies, an increasing demand for these existing on both sides of the Rio Grande.

Nine sections of fertile virgin land in the northeastern part of the county have recently been placed on the market in small tracts for sale to truck, fruit and poultry raisers, and two big American colonization tracts in Mexico, near Eagle Pass, are being settled by homeseekers. One of these tracts embraces 100,000 acres, of which one-third is irrigated, near C. P. Diaz. The other tract is located near Sabinas, Mexico, and both of these will find Eagle Pass the nearest market, both for the sale of their products and for the purchase of agricultural implements and supplies.

Three thousand six hundred acres of Rio Grande Valley land, nine miles from Eagle Pass, has just changed hands at \$7 per acre. This tract can be irrigated by gravity from the Rio Grande, and it is the intention of the purchaser to place this land on the market at an early date in small tracts. The near-by irrigated farms have been supplying the local markets for the past three months with the choicest vegetables, including tomatoes, cabbage, onions, peas, lettuce, spinach, etc., and it is expected that by next winter shipments to Northern markets will be made from this point in carload lots.

Everything considered, the outlook for Eagle Pass and Maverick county for the present year is exceedingly promising, and a gratifying increase in prosperity and population is confidently expected.

W. C. BARRICKMAN,
General Secretary.

Detailed information about towns seeking manufacturing enterprises and offering specific advantages for development and business opportunities can be found under the head of "Classified Opportunities" on pages 95, 96, 97, and under "Cities, Towns and Railroads Inviting Factories" on pages 146, 147, 148 and 149.

Gold Mine Purchased.

[Special Cor. Manufacturers' Record.]
Durham, N. C., January 31.

It is reported that an important syndicate has purchased the Portis gold mine in Franklin county from Mrs. Lelia A. Sturgis, paying \$250,000 for it. The property is pronounced by the latest engineers to visit it as yielding the best kind of Southern copper, and has yielded wonderfully in its time. This syndicate is to put in \$500,000 worth of machinery at once and open the mine upon far greater scale than ever. Heretofore it has been operated by Southern capital largely. The engineers are declaring that it has an exceptional quality of copper and an almost unlimited amount of it.

"The Texas Gulf Coast Booster" has begun monthly publication at Galveston as an exponent of all things that may advance the interests of that city and its immediate surroundings.

Southern Bankers Tell of Farmers' Prosperity.

[Written for the Manufacturers' Record.]

Letters from Southern bankers published in the following pages sustain the strain of optimism given forth in those which appeared in our issue of January 27 and reflect the prosperous condition of the farmers throughout the South. In ending with this issue the publication of this series of letters, we desire to state that quite a large number of brief replies were received without any means of accurate identification of their authors, and, consequently, we had to forego the pleasure of publishing them in the series. The concluding letters follow:

ARKANSAS.

Murfreesboro.

Jesse N. Riley, cashier Pike County Bank, Murfreesboro, Ark.:

"The farmers, as a rule, have more money than they have ever had before, and the deposits of farmers are heavier than heretofore. Quite a little improvement has been made in this section, and lands of all kinds have nearly doubled in value in the last two years. An effort is being made to develop our fruit lands, which are among the best in the country, and we think this will have a tendency to bring in settlers. Taken as a whole, the prospect looks very good, and we are expecting a good year for 1910."

Rison.

E. W. Emerson, cashier Bank of Rison, Rison, Ark.:

Farmers' deposits in banks? 100 per cent. more than five years ago.

Farm land values? Lands have increased in value about 25 per cent. in past year.

Immigration? Just beginning.

Van Buren.

G. T. Lee, cashier Carter County Bank, Van Buren, Ark.:

Investments? Legitimate.

Real estate values? Fifty per cent. increase in 12 months.

Immigration? Ten per cent. of the population has come in since last June.

FLORIDA.

Apalachicola.

S. E. Teague, cashier Apalachicola State Bank, Apalachicola, Fla.:

Farmers and merchants are in the best shape in several years. All seem to be doing well, and most of them have money to their credit.

Lake City.

F. F. Bardin, vice-president and manager the State Exchange Bank, Lake City, Fla.:

"The financial condition of our farmers is much better than formerly, and quite a number of them have surplus money in our local banks. Farmers' deposits in our community have increased about 40 per cent. within the last five years.

"Very little money from this locality is invested outside of the South. There is a tendency among the farmers for improved conditions, and within the past five years lands in our county have doubled in value.

"At this time there is a Western syndicate which contemplates the location of a colony near Lake City. This syndicate controls a large area of land suitable for growing truck and for general farm products. I understand it expects to bring in Western people to locate on these lands."

Monticello.

Jefferson County State Bank, Monticello, Fla.:

Farmers' financial condition? Good.

Farmers' deposits in bank? \$200,000 five years ago; \$350,000 now.

Investments? Local.

Farm land values? 25 per cent. increase in past year.

Immigration? None to speak of.

Palatka.

Putnam National Bank, Palatka, Fla.:

"The farmers in our county are, as a rule, in better condition financially than they have been for years. As a rule they do not carry much of a surplus in banks, investing their money in lands, stock, etc., although their deposits are larger than five years ago. Farm lands are advancing in value rapidly, and demand for same increasing. New settlers are coming in and are making good, being good substantial men with means to improve and develop lands as they should be. On the whole, I consider our county in a more prosperous condition than it has been for many years."

GEORGIA.

Darien.

The Darien Bank, Darien, Ga.:

Farmers' financial condition? Good.

Investments? Local and in development work.

Settlers or investors? A few.

Eatonton.

Benj. W. Hunt, vice-president the Middle Georgia Bank, Eatonton, Ga.:

"Farmers are less in debt than for many years; really in better financial fix than since the war between the States. Deposits two and one-half times what they were five years ago. Everything is high, and the increased cash balances of the farmers will not buy over three-fourths of the amount of merchandise per dollar expended than five years ago. Less speculation than when times were harder, and less money thrown away in futures, as farmers have become prosperous. All land values have advanced, say 50 per cent., in the last few years. Also many home improvements have been added to increase comfort of farm residents. The outlook is bright."

Jefferson.

Jefferson Banking Co., Jefferson, Ga.:

Farmers' financial condition? Fair.

Farmers' deposits in banks? Ten per cent. greater than five years ago.

Farm land values? Increase of 100 per cent. in 10 years.

Settlers or investors? Very few.

Gainesville.

Z. T. Castleberry, president the First National Bank, Gainesville, Ga.:

"I believe that the financial condition of the better class of farmers in this vicinity is good; that the farmers are less in debt than in former years; some are carrying surplus deposits in the local banks; the increase in their deposits is about 25 per cent. The general business and industrial outlook is good. I believe the surplus money of the community will be placed in local investment and development works. Owing to increased prosperity and better conditions, farm lands have increased about 10 per cent. in value within the last 12 months. Very few settlers or investors from other sections coming into this section."

KENTUCKY.

Falmouth.

C. H. Lee, Jr., cashier Pendleton Bank, Falmouth, Ky.:

"The financial condition of our farmers is better than for several years. Less in debt, perhaps, and with larger deposits in local banks.

"Business outlook good. Surplus money will be used for legitimate purposes. No 'wild cats' in this section.

"There has been some advance in value

of farm lands in the last three years—10 to 20 per cent., perhaps.

"Very few settlers or investors are coming in."

Williamstown.

J. W. Webb, cashier Bank of Williamstown, Ky.:

Farmers' financial condition? Less debt.

Farm land values? An advance of 20 per cent.

LOUISIANA.

Baton Rouge.

Thos. B. Williams, cashier the First National Bank, Baton Rouge, La.:

"I regret that I cannot make as favorable a report as I would like on the farming industry in our section, as this is the second year the boll-weevil has been with us, and we have felt its effects severely, consequently the crop has been short and about a third of land is vacant and the price of same has depreciated accordingly. But I must say that our farmers have not given up hope, and are going to diversify their crop this year, planting corn, oats, hay and truck. The larger planters are planting sugar-cane where it can be shipped to the refineries south of this city. Taking it all and all, I think next fall will see our planters in much better shape than in former years."

MARYLAND.

Elkton.

Wm. T. Warburton, president Second National Bank of Elkton, Elkton, Md.:

"The farmers in this county are in a more prosperous condition than they have been for many years. The high price of farm products and the excellent crops harvested in recent years have enabled the farmers who were in debt to pay off their indebtedness, and those who were not in debt have quite a great deal of money on deposit in the banks.

"The surplus money of the farmers will be invested on mortgages if there is a demand for the same, in any improvements or enterprises of a worthy character.

"Farm lands have increased in price, and many farms have been sold at prices which a few years ago would have been considered far in excess of their value. Good farm land has increased in the past few years 25 per cent. in value. The farms along the rivers in this county are being bought up by wealthy people from the cities, and the improvements in the matter of buildings and ornamentation of grounds has been rapid, and involves a large expenditure of money. Many farms which were neglected and allowed to 'run down' 25 years ago have been cleaned up and put in order, and every section of the county shows the results of the tide of prosperity which has set in, and which will continue for years to come unless all signs fail."

Ellicott City.

Harold Hardinge, cashier Patapsco National Bank, Ellicott City, Md.:

Farmers' deposits in bank? Greater than five years ago. Wheat and corn were short, and farmers will have little surplus funds.

Farm land values? From 10 to 25 per cent. increase in the past 12 months.

Settlers? Some.

There has been a general inquiry for farm lands in Howard county, and three or four fine farms have been sold. This land is yet very cheap. It is as fine corn, wheat and general farm land as the sun shines on, beautifully watered and timbered.

Westminster.

J. J. Weaver, Jr., president First National Bank, Westminster, Md.:

Farmers' financial condition? Better than ever. Less debt.

Farmers' deposits in banks? Forty per cent. increase in five years.

Investments? Mostly local, and very little speculating.

Investors? Establishment of the largest cement plant in the State at Union Bridge, \$1,500,000 capital.

MISSISSIPPI.

Columbus.

B. A. Weaver, president Columbus Insurance & Banking Co., Columbus, Miss.:

"In our judgment, the financial condition of our farmers in this vicinity is stronger than it was some time ago. Money is more scarce with them this year than last, usually owing to the short crop of cotton raised in this section, but their credit is good and their real estate of greater value. Quite a number of them carry their funds in our local banks, and, in my judgment, greater than five years ago. We expect the general business not to be as good this year as last. The industrial outlook is limited. Industries that are operating are earning good money, holding up their standard of dividends as usual. There is a decided improvement as to values held by farmers. A number of investors from the West are buying up lands, both agricultural and timber, in this section. It will give us great pleasure at any time to serve you regarding any information you might desire."

Hernando.

The Hernando Bank, Hernando, Miss.:

Farmers' financial condition? Good.

Farmers' deposits in banks? Fifty per cent. increase in five years.

Investments? Local.

Farm land values? Twenty per cent. increase in last 12 months.

Settlers? A very few.

MISSOURI.

Eminence.

Shannon County Bank, Eminence, Mo.:

Investments? There are considerable local investments and no "wild cat."

Real estate values? Increase probably 15 or 20 per cent.

Immigration? Coming in freely.

Houston.

J. S. King, cashier Bank of Houston, Houston, Mo.:

Farmers' financial condition? Fair.

Real estate values? No increase.

Immigration? A very few settlers.

Ironton.

E. L. Cook, cashier Bank of Ironton, Ironton, Mo.:

"I find the financial condition of the farmers in this community somewhat better than in former years, and several of them have opened and are carrying deposits with us. There is no comparison in the deposits of five years ago and now. While this vicinity is near St. Louis, it is far behind in these matters. It is simply a case of educating the natives along banking lines. The business and industrial outlook is indeed better. I find that deposits can be readily loaned in this community. Farm lands, in fact, all lands in this community, have increased from 50 to 100 per cent. in the last five years. New settlers and investors are coming to this section of the Ozarks rapidly, and only a short time will elapse until these hills and mountains and valleys will be teeming with rich productions in the way of fruits, vegetables and garden truck."

NORTH CAROLINA.

Asheville.

John H. Carter, president the American National Bank, Asheville, N. C.:

"Our farmers, as a rule, are in good condition, and carry some idle money in

local banks." This condition as compared with five years ago, I should say, is 200 per cent. better. The general business and industrial outlook is very good. The new money which comes into the section from outshipments of grain and live-stock, as well as from shipments of lumber, leather, tale, kaolin, tanning extract, etc., is being reinvested locally, and very little of it, I believe, is sent away from home in speculative enterprises.

"Farm lands are on the gradual increase as to values, but not so much as the hardwood timber lands in this section. Timber lands have increased more than 100 per cent. in value, and in some instances 200 to 300 per cent., within the past three years.

"Investors from other section of the country, notably from Ohio, Pennsylvania and West Virginia, are coming in and engaging in manufacturing lines, some of these on a large scale."

Plymouth.

Bank of Plymouth, Plymouth, N. C.:

Farmers' financial condition? Better.

Farmers' deposits in banks? Twenty-five per cent. increase in five years.

Investments? Local and in development work.

Farm land values? Increase of 15 per cent. in past year.

OKLAHOMA.

Antlers.

A. A. Lesueur, president the Antlers National Bank, Antlers, Okla.:

"The farmers in the vicinity of Antlers have very little money, owing to the fact that we had a severe drouth last year. They are not more in debt than usual, as they have been economizing closely. A few of them have small deposits in the local banks. There are more deposits in numbers than there were five years ago.

"The outlook for business in 1910 is better than it has been for two or three years, for the reason that while during that time a great many farms were not tilled this year they are all taken up, and everything will be cultivated. There is no wild-cat speculation in this vicinity.

"The greatest difficulty we have to contend with in the eastern part of Oklahoma, which was the former Indian Territory, is the continued interference with private business of the Government in pretended philanthropic efforts for the Indians. The greatest blessing that could befall our country would be the entire withdrawal of the paternal hand of the Government from our affairs.

"There are some settlers moving into our section, but there would be 10 to 1 if the Government would quit persecuting the white people and interfering with their business.

"We are having some good weather, and many of our farmers are taking advantage of it to get ahead with their plowing, and wherever the fields have been plowed the land is in very good order."

Pauls Valley.

W. J. Long, president the National Bank of Commerce, Pauls Valley, Okla.:

"Pauls Valley is in the Washita Valley, which is one of the most fertile in the whole world. Until recent years, however, comparatively, a small part has been alienable, a larger part having been occupied by tenant farmers.

"The crops of 1908 were very poor, having been the worst possibly on record, but the crops of 1909 were generally good, and the high prices of products in connection have placed our farmers on a better footing, and we find them more encouraged than for many years. There is a gratifying tendency to diversification of crops, in which connection we note that for the past two years many farmers have been raising

broom-corn, and with splendid results in many cases.

"Settlers and investors have been coming in from other sections, and our people, as a rule, well pleased with conditions."

Ryan.

J. H. Whiteside, cashier First National Bank, Ryan, Okla.:

"The condition of farmers is about average. Have not more than half funds sufficient to run them during the coming year. But they are better than five years ago. All surplus capital is being invested in lands. Farms are being greatly improved, and their earning capabilities increased each year. Increase about 10 per cent. on value of the lands. Population has probably increased 5 per cent. and capital 10 per cent. The population coming from the Northern States are bringing some means with them, mostly proceeds from sale of farms where they move from. The lands in our section have been under the ban of Indian restrictions, and could not be transferred until about 18 months ago, when people began buying and improving permanently their homes, and this has been augmented greatly by an immigration from other States where they have sold farms at a high figure and come here where land is cheap, buying from 5 to 10 acres with proceeds of one in the Eastern States. The lands are productive and fertile, and when they come here the result too often is that they buy all the lands their money will purchase and are soon found short on funds to improve properly, crops being of a different class to what they have been accustomed to growing, and as a result make a failure in them. The usual custom in the case of farmers from the East or North is they do not plant crops adapted here and do not know how to cultivate and gather cotton and corn as they did where they hail from. Also melons and small grain are different to what they raised before. Crops of broom corn have proven very profitable, as well as melons here. Cattle, hogs, mules is the live-stock that is raised here. This place ships over 800 cars of cattle and 100 cars of hogs annually."

Taloga.

I. M. Willey, cashier Bank of Taloga, Taloga, Okla.:

"The farmers in this vicinity are perhaps gaining some, but a nearly total failure of crops the last year has put them back and left them about as much in debt as ever; in fact, I think the demand for money here is greater than ever before, and I believe more of them are mortgaging their farms. I do not think they will have any surplus money to donate to 'wild-cat' securities, as under the present era of Taft prosperity, Aldrich and Cannon high tariffs and high cost of living, they will have little left after paying taxes and interest to spend in the luxuries of wild-cat investments. Farm products are high, of course, as there seems to be a shortage all over the country. But that is just the trouble; the farmers in this part of the country raised little to sell last season. Broom-corn is an important product here, and while the average price since I have been in the State has been around \$45 and \$50, this year the price went as high as \$175; but the crop was almost a complete failure, a very few getting a fair crop where they happened to have local showers at the right time, and these made money, but they were few in numbers. Ground is in excellent condition now, however, and we are looking forward with hope for what 1910 will bring forth, and I think there is a general feeling that we will have a better year."

Vinita.

International Bank & Trust Co., Vinita, Okla.:

Farmers' financial condition? Good.

Farmers' deposits in banks? Double of five years ago.

Farm land values? Doubled in two years, and 25 per cent. increase in past year.

Settlers or investors? To a great extent.

Watonga.

A. H. Keith, vice-president the First National Bank, Watonga, Okla.:

"Farmers in this vicinity are in fairly good shape. Although crops were short, prices are high. They are probably as much in debt now as usual, but have more value in the stuff around them. Deposits are probably double what they were five years ago, but it is due rather to an increase in the number of accounts rather than to individuals building up their balances. The general business outlook is fair, although this country will be a trifle hard up unless we make crops this coming season. There is practically no surplus money in this country and we not only use all that we have, but usually borrow on the outside. Farm lands have doubled in value in the last three years, and new farmers are coming in from the North and East, which is making our land more productive and more valuable."

SOUTH CAROLINA.

Beaufort.

Wm. J. Thomas, president Beaufort Bank, Beaufort, S. C.:

"I will mention a few facts in connection with this community that will give you sufficient information to base your opinion upon as to the growth of this section. I consider the banks an index to the growth, welfare and prosperity of any community, and that the farmers and business men of this section are doing well cannot be denied when we compare the banking business at present with three years ago. Three years ago there was one bank in this town with total assets of \$133,000, while today we have two banks and the total assets of the two banks amount to \$305,000. We hear no complaint from the business men, and all seem to be thriving and doing well. The lands lay idle for some years after the Civil War as a result of local circumstances, but they are being rapidly improved and converted into productive farms and are paying handsome returns to the tillers of the soil. This section is rapidly becoming a trucking center, and as well grows both the long and short staple cotton, as well as the other farm products generally raised in the South. Our people, as a rule, reinvest their profits in this community, and it is a rare thing to hear of our citizens investing in any speculative or 'wild-cat' enterprise. The trucking industry of this section has increased in the last eight years at least 500 per cent., and naturally the price of land is in keeping with the increase of the demand for land and the production from the lands. In many instances the land has advanced for the last five years from 300 to 500 per cent. in value. Our farmers are in far better shape as a whole than they have been since the Civil War. Money is easier than it has been for many years, and the people seem to be imbibing the spirit of progress and development. This town had a disastrous fire three years ago, and in place of many of the old buildings we have in every instance almost superior buildings to replace the old ones, and since then the business of the town has increased wonderfully. The people have voted bonds for an electric plant and public water-works, and also last year one of the best public school buildings in the State has been erected here. The desire for good roads seems to be exercising the people, and they are determined on general im-

provement. There is more confidence in the community than has been in years; the croakers have been relegated to the rear, and there seems a general determination on the part of all of the citizens to accomplish something."

Charleston.

People's National Bank, Charleston, S. C.:

Farmers' financial condition? Good.

Deposits? Much larger.

Investments? Majority in local development.

Real estate values? From 25 to 100 per cent. increase.

Immigration? Yes, but hard to estimate.

Chester.

R. B. Caldwell, vice-president the Commercial Bank, Chester, S. C.:

"In my judgment the farmers of this vicinity are in better shape than they have been for years. They received last fall good returns from their crops, and the money has been used in paying debts, making improvements and acquiring additional property. The good price of cotton and the improved methods of farming have made farm life more attractive and farming lands more valuable. Some settlers are coming in from the outside, but nothing like as many as we desire and need. Business conditions generally are good, and the outlook for the year is brighter than it has been in a decade."

Darlington.

Bright Williamson, president Bank of Darlington, Darlington, S. C.:

"Last year this section of the State produced full crops of cotton, grain and tobacco, and the increase in prices of these products have increased the receipts for Darlington county alone \$1,250,000 over any previous year, which is all a net gain. This excess is more than all the money crop brought 10 years ago.

"The deposits in the banks of this county December 30, 1903, were \$465,285.49, and on November 16, 1909, they were \$1,350,562.68, which reflects the better financial condition of the people generally, but more especially that of the farmer.

"The people are making the best of their success, many debts and mortgages have been paid, improvements and betterments made, while a due proportion has been spent in education and comforts which have not been in reach of many heretofore, and yet a good proportion of the receipts are still in the banks and in the hands of the producers, which will be used toward further improvements and making the next crop. Many have bought land, which has advanced 30 to 40 per cent. in price, but there has been little or no outside investments save those few who habitually make some in Wall Street."

Mullins.

G. R. Reaves, for Bank of Mullins, Mullins, S. C.:

"Our farmers are in much better condition financially than they have been for years. Deposits in the local banks over 100 per cent. more than five years ago. The general outlook for business is good. The surplus money is being put in improvements and buying of more land, which is fully 100 per cent. higher than 10 years ago. None being spent in wild-cat enterprises outside of the State. The advance on farm lands in the past year is 10 to 20 per cent. No foreign settlers coming in."

Sumter.

C. G. Roland, president the Farmers' Bank & Trust Co., Sumter, S. C.:

Farmers' financial condition? Very good. Less in debt.

Farmers' deposits in banks? Seventy-five per cent. greater than five years ago.

Investments? Buying farm lands. No outside speculation.

Farm land values? They have more than doubled in the past three years, and 25 per cent. has been within the past year.

Immigration? None from outside the State.

TENNESSEE.

Brownsville.

S. F. Thomas, cashier Brownsville Bank, Brownsville, Tenn.:

"The financial condition of farmers in this section is very good. They are much less in debt than in former years. They are carrying surplus deposits in the local banks considerably in excess of five years ago, possibly 100 per cent. more. The business outlook is good. Land values are very high, and but little land is offered for sale, and what is offered meets with ready sale. People are somewhat inclined to be more extravagant, and are not raising sufficient feedstuffs. Some farm mortgaging, but many are paying off their old standing mortgages. While the cotton crop is short, the net results will be greater by about one-third. Those having surplus money are glad to secure good farm loans, which are scarce. There is no disposition to invest in wild-cat enterprises outside of the South; plenty of good enterprises in the South and right at their doors, and but little attention is paid to the numerous advertised schemes. Land values are fully 100 per cent. better than they were 10 years ago in this section. Not many settlers from other far-off sections are coming in."

Decatur.

Meigs County Bank, Decatur, Tenn.:
Financial condition of farmers? Fair.
Real estate values? No advance.
We have mostly corn and cattle here. The last corn crop was poor. Live-stock, especially hogs, very short; all sold.

Jackson.

Second National Bank, Jackson, Tenn.:
"General condition of farmers is better, and the probable increase in their deposits in the past five years was 20 per cent. The general outlook is favorable, and there is little tendency to 'wild-cat' investments. There has been little if any enhancement in the value of farm lands within the past year, and the probable increase in the past five years has been about 25 per cent. There is no unusual number of settlers. Some lumber interests from Indiana and other Northern States have recently established offices and plants here."

Lewisburg.

W. B. Fox, cashier First National Bank, Lewisburg, Tenn.:

Farmers' financial condition? Good.

Farmers' deposits in banks? Fifty per cent. greater than five years ago.

Farm land values? About 10 per cent. higher.

Settlers? Only a few.

Sparta.

C. D. Erwin, cashier First National Bank, Sparta, Tenn.:

"The business conditions of our county are very favorable. Business is active, but conservative. The farmers of this section are in the most favorable condition of any class of people, as their products are bringing the highest prices that they have in many years, and, above all, they are out of debt. The lumber market is active here; also coal is in demand, and the general outlook for business is favorable."

TEXAS.

Athens.

D. R. Murchison, president the First National Bank, Athens, Tex.:

"While the cotton yield was not up to the average, the very satisfactory prices

that were realized have enabled the farmers to greatly reduce their indebtedness and place them in better condition for a new crop than has been the case in a number of years past. This condition is indicated by the increased bank deposits throughout this section, the increase being somewhere near 25 per cent. over one year ago. As a result of the improved conditions, lands are in better demand than they have been for five years past, and practically all of the farms in the county will be in cultivation. More sales of land have been made in the past few months than in several years previously, and numerous settlers from the western portion of the state, where drouth conditions prevailed during last year, have located here. Our farmers have combined the raising of hogs and mules with farming, and the high prices which they have realized for their stock has taught them the value of diversification."

Big Sandy.

W. L. Perdue, cashier Continental State Bank, Big Sandy, Tex.:

"General conditions of business people and the farming class is better than for several years. Farmers have made fairly good crops, and with good prices have paid up entirely, with very few exceptions. In many cases old debts which have been running for several years have been paid. We should say the increase in deposits in bank by farmers is 150 per cent. better at this place than it was five years ago. Industrial pursuits are in the arrears in this immediate vicinity. However, natural advantages and resources offer one of the finest openings that can be had for some manufacturing establishments."

Cookville.

H. P. Burford, cashier the State Bank of Cookville, Cookville, Tex.:

"The financial condition of the farmers of our vicinity is extra good. They are out of debt for supplies, and all the majority owe is for lands or improvements on their farms. Their deposits with the local banks exceed that of five years ago by 300 per cent. The general business and industrial outlook is very flattering. The surplus money will be used for local improvement. Farm land has doubled in price in the last five years, and has advanced 10 per cent. in the last 12 months. There are some settlers and investors coming here from other sections, but to no great extent. All of our land is in demand that is open for cultivation."

Corsicana.

Jas. Garrity, president the First National Bank, Corsicana, Tex.:

"In our opinion, the financial condition of the farmers in this section is better than usual, and they are less in debt and carrying more deposits in banks than they ever have heretofore. The general business and industrial outlook is fairly good, and the banks have more deposits than ever before. There is no disposition here to make any outside investments and whatever money they have to spare will be invested in home enterprises. In the last 12 months there has been some considerable advance in the value of all farm land, probably 20 to 25 per cent., and more demand for them than ever before. We have not had many new settlers or investors in this section, but several that left here some years ago are coming back, principally those who have gone West."

Dalhart.

E. C. Williams, president the Dalhart National Bank, Dalhart, Tex.:

"It is impossible to make a comparison as to the financial condition of the farmers here now and five years ago, for the country has been settled only during the past five years, previous to which time it was a cattle ranch. However, the farmers are in

pretty good shape, although we had an unfavorable season last year. We now have a fine prospect for a wheat crop and a very largely-increased acreage over former years, and the outlook for wheat and all other crops is very favorable at this time.

"General business has been quiet for the past six months, but there is now a noticeable improvement. New settlers are coming in and converting the raw prairie land into farms, and a considerable immigration of settlers is anticipated during the next 90 days, as this is the season of year when those who have previously bought land in this vicinity usually come to this country. There is practically no surplus money here, as most of the local capital is invested in farm lands or vendor's lien notes, and very little, if any, money is being invested in speculative enterprises.

"There has been practically no change in the value of farm lands during the past year on account of the short crop above referred to. However, the land values have held steady, and the writer believes that there will be a marked advance during 1910. Good raw land within a reasonable distance from this city is now worth \$15 and \$20 per acre, and improved farms from \$25 to \$50 per acre.

"The outlook for all lines of business and for an increase in values is, in my judgment, more favorable at present than at any time during the past three or four years."

El Paso.

Aug. G. Andreas, vice-president the City National Bank, El Paso, Tex.:

"The farming interest in this locality is not yet developed to any great extent. On account of the shortage of rainfall farming depends largely on irrigation, and until the Government project now under way on the Rio Grande River north of El Paso is completed we do not look for any large increase in the cultivation of land, although the area now under cultivation brings very profitable results to the farmers. This community is supported largely by mining interests in Arizona, New Mexico and Old Mexico, and while the past year has been rather quiet, the prospects for the coming year appear very bright, and we look forward to a very prosperous period."

Fort Worth.

Wm. G. Newby, president the American National Bank, Fort Worth, Tex.:

"The farmers in this vicinity are in fairly good financial condition, especially so considering the almost total failure of crops in this and several surrounding counties, where practically nothing was raised but a little cotton. As a rule, they are less in debt than usual. They carry their surplus money in the local banks, but naturally their deposits do not aggregate as much as under more favorable conditions. Thus far we have had much more rain and snow than usual. There is a fine season in the ground, and the soil is in a fine state of cultivation.

"The general business outlook is good, and the feeling seems to exist in all lines that 1910 bids fair to be a banner year. The State is attracting more attention than at any time in my recollection. More railway building is going on and in contemplation than in any State in the Union. Land is cheaper than anywhere in the Southwest or in the United States, for that matter, and the people of the Middle West are gradually becoming aware of the fact and are coming into the State in great numbers.

"I can't say there has been any material increase in the price of farm lands in this vicinity within the past 12 months; crop conditions have been against it; but there have been no sales at less prices than heretofore prevailing. The State as a whole is in a healthy condition, and I confidently

look for the year to be an exceptionally prosperous one."

Galveston.

I. H. Kempner, president Texas Bank & Trust Co., Galveston, Tex.:

"The farming country immediately tributary to this point has witnessed a remarkable development in the past two years. The territory close to us is becoming essentially an area of small farms devoted to the cultivation of vegetables, garden truck, oranges, figs, strawberries, etc. The general business and industrial outlook is excellent, and as the tendency is decidedly to cultivate this area in small farms of 10 to 20 acres, it has influenced an enormous advance in values within the last 12 months, the increase probably equaling 50 per cent. Settlers and investors are rapidly coming in, lands are being rapidly taken up and conditions generally point to a still further increase in value. Numerous small banks are being established at various points, and while they to some extent intercept deposits which might otherwise come to the city banks, still the deposits in the cities are showing a satisfactory growth in every way."

Jasper.

John H. Seale, president First National Bank, Jasper, Tex.:

"The financial condition of the farmers of our county, especially of our vicinity, is gratifying; and its continued improvement for the past six years is noticeable. The improvement comes from diversification, especially in the way of truck raising. They are all now practically on a cash basis, and numbers of them now have bank accounts, when, a few years ago, such a thing was not considered. The ratio of increase is from practically nothing to what it now is.

"The general business outlook is better. In our town the Gilmer Lumber Co. of Remlig, Tex. (also in this county), is erecting a 75,000-capacity single band-saw mill; also planer, dry kilns, etc.; and, also, the Lone Star Lumber Co., sawmill and planer have resumed operations. Possibly 20 or 30 new houses will be erected right away, several now being under construction. All this means a better market for the truck farmer, as well as the general farmer, and assures a good market all the time. I am glad to note, also, that more farms are being placed in cultivation and to see our farmers using better tools and more improved methods of work. Our people are not at all speculative, and 'wildcat' enterprises do not appeal to them.

"Our farm lands are steadily improving in value and productiveness, and I would say that all such property has advanced in value at least 10 per cent. within the last year. So far, very few settlers from other States are coming here for investment or residence, but we confidently expect this to come about in the near future.

"We have the oldest, yet the least developed, part of Texas; but we are coming into our own."

Midland.

E. R. Bryan, cashier the First National Bank, Midland, Tex.:

"The financial condition of the farmers in this vicinity is good. Most of them are out of debt and are carrying deposits in local banks. These deposits are much better than they were five years ago. The industrial outlook in this vicinity for the coming year is good, and we believe all surplus money will be invested in local investments and development work, and that no money will be invested in wild-cat propositions.

"There has not been any advance in land, say for the last 12 months, on ac-

count of the almost unprecedented drought, but the advance in lands in the last three years has been almost phenomenal. A great many settlers and investors are coming to this place from other sections of the country, mostly from the Central States."

Plainview.

J. N. Donohoo, president the Citizens' State Bank, Plainview, Tex.:

"The financial condition of the farmers of our country is normal. While our crops this year were not the best, the farmers seem to be in a good financial shape. This being a new country five years ago, very few farms were here then. The farming is on the increase. The acreage in wheat is greater than any previous year, and the farming interest is growing fast. The people of this country will use their surplus money in home enterprises. They are not inclined to invest their money in wild-cat enterprises, but, on the contrary, they will spend it in developing enterprises at home.

"Our people are building better houses and barns, and everything looks prosperous around them in a general way. Of course, there are individual exceptions now and then. It is not everyone who cares to better his condition.

"There has been a gradual increase in values of the farming lands in this country for two or three years, and full values have not been reached as yet. We need good farmers, and lots of them, to till the soil. Quite a few people have and are still moving into this country, and seem to be glad that they are here."

Sanderson.

T. R. Kuykendall, cashier Sanderson State Bank, Sanderson, Tex.:

"Stock-raising, and not farming, is the principal occupation of the people of this section of Texas. Notwithstanding the drought of the past two years, stock are still in fairly good condition, and with present prospects of great activity in this line the coming year. Grazing lands have advanced some in the past year, both in price and in demands, and I believe that West Texas will hereafter be the principal stock-raising portion of this State. Much improvements in building are noted, both in town and country. Every indication is for a prosperous year and a revival in all lines of business."

San Marcos.

S. Woodall, president First National Bank, San Marcos, Tex.:

"The farmers are in good financial shape, being considerably less in debt than they were two years ago, and are carrying about 10 per cent. more deposits in the banks of this city than at that time.

"The general business outlook is very encouraging, as many large investments have been made in Southwest Texas lands, and lands have increased about 25 per cent. in value in the past two years. There are a great number of 'homeseekers' coming in all of the time, which has a tendency to increase values and keep a strong market in lands.

"A large number of manufacturing enterprises are springing up in this section lately, some of which are large plans, and are going to place a great deal of finished products on the market from this section."

Sherman.

T. U. Cole, active vice-president the Merchants and Planters' National Bank, Sherman, Tex.:

"The financial condition of the farmers in this section is decidedly better than for the last five years. They are less in debt, where they owe anything at all, and many of them have money in the bank. A very encouraging feature is the generally optimistic feeling among all classes that good times are at hand. Fall sowing of wheat

and oats looks promising; land is practically all plowed and has taken the snows, rains and freezes and is in fine condition for seeding. Considerable attention is being given to improved methods of diversified farming, hog and poultry raising.

"Applications to rent lands have been largely in excess of the supply. Former years have developed a conservative feeling among our people, and the tendency is to pursue that policy in investing surplus funds. Business conditions generally are much improved. Mechanics, artisans and laborers are well employed, and merchants, as a rule, report satisfactory trade.

"Being an old-settled country, no especial effort has been made to turn the tide of immigration in this direction, and in consequence trade in farming lands is not active. Prices generally are pretty well maintained, though in comparison with land values in older States prices here are quite reasonable, and there are fine opportunities for farmers of the better class, and a cordial welcome awaits them."

VIRGINIA.

Culpeper.

Second National Bank, Culpeper, Va.: Farmers' financial condition? More prosperous than for many years.

Investments? Spending more money at home.

Farm land values? Probably 25 per cent. increase in the past year and many sales.

Settlers? Hardly a week passes without some stranger looking for land.

Fincastle.

James Godwin, cashier the Bank of Fincastle, Fincastle, Va.:

"I take great pleasure in stating that this county (Botetourt) is quite as prosperous as her varied interests justify in comparison with other counties we are acquainted with. The mineral interests seem to be on the increase all the time, and the farmers are enjoying good prices for generally fair to good crops. They are generally less in debt than during the past few years, and, although they are spending their surplus in the improvement of properties, the deposits in our five banks are on the increase. Land values are increasing tremendously, and considerable profit is being realized in the changes taking place, both by reason of incoming and home buyers. At present all our industries are doing very well, except the vegetable packing, which has somewhat of a black eye, but the packers seem to take it philosophically, and consider that if they made money all the time everybody would be packers and all go to the demintion bow-wows."

WEST VIRGINIA.

Ripley.

W. W. Riley, cashier the Valley Bank, Ripley, W. Va.:

"Our county of Jackson hitherto has been strictly an agricultural and stock-raising section. Had valuable timber, which has mostly disappeared. No mineral products of any kind. However, at present there is considerable activity in development for oil and gas property. Our farmers are less in debt than for many years past, and have more money in local banks than ever before. Our farmers produce corn, wheat, oats, potatoes, etc.; also considerable tobacco is grown, and the amount is increasing each year. Poultry raising is an important item in list of industries, and brings into the country large sums of money, which is more widely distributed than any other. Our farmers in the main use surplus funds in improving farms and homes, making themselves comfortable. Real estate values have increased about 25 per cent. in two years."

Sutton.

P. J. Newlon, cashier the First National Bank, Sutton, W. Va.:

"The farmers in this section of West Virginia, as a rule, are prosperous, and in very good circumstances financially. They owe less money for their farms than ever before, and very few of them are indebted for lands at all, unless it is for very recent purchases. The majority of the farmers in this (Braxton) county carry accounts in some of the local banking institutions, and we should say that their balances are on the average, anyway, twice as much as they were five years ago. I might add as a reason for this, at least to some extent, that nearly the whole acreage of Braxton county is under lease by the Standard Oil Co. or some of its subsidiary corporations for oil and gas purposes, and every acre under lease is bringing in a minimum royalty of from 60 cents to \$1.25 an acre, averaging something like \$1 per acre annually. You can readily see that this brings thousands of dollars to Braxton county yearly.

"The business generally seems to be in a prosperous condition. The outlook is very favorable, though timber and other products do not seem to move quite as rapidly as they did, say, three months ago. Most of the money in the section is invested locally. Very little is risked in speculative ventures anywhere. As a result of the business improvements the value of farm lands has increased 10 to 20 per cent. within the last 12 months. The farmers are taking more interest in their land than ever before, and are attempting crops with which they have had nothing to do heretofore.

"As to foreign capital of settlers coming into this section, will say that as yet not a great many people from a distance are located in this immediate vicinity, but capital is coming in quite rapidly. This is practically a virgin country, and money is being invested in timber lands, coal lands and the like. Just in the last day or two a deal was consummated whereby 173,000 acres of coal land changed hands at a price of \$60 per acre. Taking everything into consideration, the farms, the lumber business, the activity in coal and timber lands, etc., we should say that this section of West Virginia is in a very prosperous condition, and from the outlook generally we believe that the community is entering upon a period of general and material prosperity."

Union.

H. P. Tracy, cashier the Bank of Monroe, Union, W. Va.:

"The financial condition of the farmers in this section is much better than five years ago. Better prices for live-stock and farm products were realized the past year than for many years. The average indebtedness of the farmers is smaller, and there is not as much surplus money in the banks, but this is occasioned by the importation of high-grade draft horses for breeding purposes. The general business outlook is brighter than for some time past. There is no disposition on the part of our people, we are happy to say, to invest their surplus earnings in 'wild-cat' enterprises. The recent business improvement has had the effect of very materially increasing land values. The increase over the past decade would average from 20 to 40 per cent., and present land values would be further augmented were good roads the rule rather than the exception in this section. We have had a few new settlers during recent years. They came chiefly from the southwestern section of Virginia to buy farms."

GOOD ROADS

WEEK'S HIGHWAY RECORD.

Progress in Southern Road and Street Improvement.

[Full details of highway undertakings are given in the Construction Department.]

Bonds Voted.

Amarillo, Tex.—City voted bonds for street paving.

Bonds to Be Voted.

Austin, Tex.—City votes in March on issuing \$100,000 of street improvement bonds.

Norfolk, Va.—Finance committee recommended issuance of bonds for \$150,000 to improve streets in Sixth and Seventh wards.

Contracts Awarded.

Cordele, Ga.—City awarded \$15,000 contract for 52,000 linear feet of stone curbing on principal resident streets.

Gadsden, Ala.—Contract awarded for paving around Federal Building.

Hendersonville, N. C.—City awarded contract to construct cement sidewalks.

Contracts to Be Awarded.

Atlanta, Ga.—City opens bids February 7 for curbing, sidewalks and sewers during 1910.

Beeville, Tex.—City will improve streets.

Birmingham, Ala.—City opened bids February 2 for certain grading, curbing, guttering, macadam paving, etc.

Dallas, Tex.—City Commission approved specifications for paving East Side avenue and Austin street.

Galveston, Tex.—City received lowest bid for vitrified brick paving on 25th street; cost about \$23,600.

Mt. Washington, Md.—Highways Commission opens bids February 17 for grading and macadamizing road between Mt. Washington and Brooklynville, 3.20 miles.

Tulsa, Okla.—City opened bids for paving about 88 blocks; estimated cost \$200,000.

A Fifty-Mile Road.

[Special Cor. Manufacturers' Record.]
Dalhart, Tex., January 29.

With more than \$50,000 lying in bank drawing only 4 per cent. interest, Dallam county has decided upon a campaign of good roads building, and to the beginning of the consummation a high power road grader has been purchased. The start will be made next month on a road running in a straight line from Dalhart to the Cimarron, Okla., county line, a distance of 50 miles. C. F. DRAKE.

North Carolina Roads.

A good-roads conference at Raleigh last week urged the next General Assembly of North Carolina to provide for an annual appropriation of \$250,000 for road improvement in the State.

The February meeting of the American Society of Mechanical Engineers will be devoted to the dedication in the home of the society in the Engineering Society's Building of New York of a bronze memorial tablet to Dr. Robert H. Thurston, the first president of the society.

The Southern Appalachian Coal Operators' Association has been organized at Knoxville with Mr. B. A. Morton of Knoxville, president; H. M. Lafollette, W. L. Wooldridge and M. J. Moss, vice-presidents.

The International League for Highway Improvement at St. Augustine, Fla., last week determined to meet next year at Washington.

The new passenger station of the Louisville & Nashville Railroad at Gadsden, Ala., has been opened for business.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

SANTA FE AT ST. LOUIS.

Big System Expected to Close Negotiations for Entrance—New Line Needed.

The Santa Fe system, according to a report from St. Louis, is contemplating an entrance there. W. B. Storey of Chicago, a vice-president of the system, is said to have visited St. Louis and is believed to have made investigations as to conditions in the territory immediately surrounding the city. Santa Fe officials are, however, quoted as saying that they know nothing of any such plan, but the report in question declares, nevertheless, that it is positively known that the company is conducting preliminary negotiations looking toward an entrance.

In connection with this news it is especially interesting to recall the fact that the Manufacturers' Railway of St. Louis, which has a valuable terminal line there, is projecting an extension to Springfield, Mo., and other points for a route to and from the Southwest. Whether this is designed to be used by the Santa Fe does not appear, although it has been with more or less definiteness reported that it would connect with the Fort Smith & Western, and thus reach the western part of Oklahoma. If any deal is effected with the Manufacturers' Railway the Santa Fe would by either building or buying a line to St. Louis immediately enjoy the facilities of a complete terminal system there. Rumor has it that the company might acquire the St. Louis, Kansas City & Colorado Railway, which is owned by the Rock Island, and which runs from St. Louis to Kansas City, although it appears hardly likely that the Rock Island would part with it, because improvements have just been decided, and they will be of an extensive character. It is said, however, that a line southwest would be of more advantage to the Santa Fe than one to Kansas City.

In the northwestern part of Texas the Santa Fe is the most active in the way of construction of any of the big lines there, having now under way the building of several hundred miles of new road. Evidently it is preparing to greatly enlarge its facilities, and that it should seek to enter St. Louis, where much of its traffic originates, could only be expected.

At present the company's main line runs from Chicago via Kansas City to La Junta, Col., where it bends to the southwest, going to Santa Fe and thence on to San Francisco. A comparatively short branch from La Junta northwest leads to Denver. From Newton, Kans., there is a direct line to Galveston, with sundry branches. A cut-off line, constructed in the last two or three years, runs from Belen, New Mexico, over to Texico, which is on the boundary line of Texas and Mexico. Thence the road runs northeast to Cherryvale, Kans., and from there up to Ottawa, on the main line, not far out of Kansas City.

A new road from St. Louis southwest to Cherryvale would provide a very direct route to the Pacific Coast, as well as to Galveston, Pecos, El Paso and other places in Texas, besides sundry other points in the Southwest.

Outlook for Tennessee Central.

The Tennessee Central Railroad, which was controlled until a year or two ago by the Southern Railway and the Illinois Central Railroad, and has since been an independent property, as it was originally, is expected to be considerably developed, according to a report from Nashville,

which alleges that the Louisville & Nashville Railroad Co. is concerned. According to this story, extensions may be built from Harriman, Tenn., to Oliver Springs, about 18 miles, to connect with the Louisville & Nashville's line, which runs from Cincinnati to Atlanta; also westward from Hopkinsville, Ky., to some important connection, possibly with the Illinois Central, as it was previously, and it might be disposed of to that line.

While officials of the Louisville & Nashville Railroad have been quoted as denying rumors that the Tennessee Central would be purchased or otherwise acquired, it appears possible that a close traffic agreement may be concluded between the two railroads to their mutual advantage.

The Tennessee Central Railroad is 251 miles long from Harriman, Tenn., via Nashville to Hopkinsville, Ky. The eastern division, which is 166 miles long, lies between Nashville and Harriman, with four branches, thus: One of seven miles to Carthage, Tenn.; another of 21 miles to Wilder, Tenn.; the Isoline branch is nine miles long, and the Millstone branch a little more than two miles. The western division is 85 miles long from Nashville to Hopkinsville. The general direction of the road is from east to west, the line from Nashville to Hopkinsville running north-west.

Electric Line in Two States.

A dispatch from Frederick, Md., where the headquarters of the Washington, Frederick & Gettysburg Railway (now the Frederick Railroad) are located, says that plans are under way by Pennsylvania people to establish a line from Williamsport, Pa., to Frederick, and thence to Baltimore. The Potomac & Susquehanna Railroad Co. is reported to have been incorporated by the movers of the project, and the plan as described includes the Chambersburg, Greencastle & Waynesboro Railway, as well as the Frederick Railroad. The former is an electric line and the latter is to be converted to electricity some time. In addition to these two roads, a new electric railway is being constructed from Carlisle to Newville, Pa. The construction of a link to Williamsport, Pa., would be necessary, and the Frederick Railroad would also have to be extended from its northern terminus, Thurmont, Md., to Pen-Mar, where the Chambersburg, Greencastle & Waynesboro Railway now terminates. Between Frederick and Baltimore the construction of an electric railway has been contemplated for several years by Jas. E. Ingram, Jr., and others, but as yet construction has not been undertaken. The Frederick Railway will probably do some construction in the near future. It has in contemplation an extension from Thurmont to Emmitsburg, Md., and later from there to Gettysburg, Pa.

New Equipment, Rails, Etc.

The Norfolk & Western Railway, says a dispatch from Roanoke, Va., has awarded contracts for the new equipment recently mentioned in the MANUFACTURERS' RECORD. The orders were placed thus: Forty heavy freight locomotives to the Baldwin Locomotive Works, Philadelphia; 10 Pacific type passenger locomotives to the American Locomotive Co., Richmond, Va.; 1500 all-steel 50-ton coal hopper cars and 500 steel side and steel underframe 40-ton stock cars to the American Car & Foundry Co., Huntington, W. Va.; 500 all-steel 50-ton gondola cars to the Western Steel Car & Foundry Co., Chicago, Ill. The total value of the contracts is said to be about \$3,500,000.

The Chesapeake & Ohio Railway is reported in the market for 1500 more cars.

The Virginian Railway, according to a dispatch, has ordered 1000 steel gondola

cars from the Pressed Steel Car Co. of Pittsburgh.

The Missouri, Kansas & Texas Railway is reported in the market for 2150 wooden freight cars, thus: 1000 box cars, 500 coal cars, 300 furniture cars, 200 automobile cars, 100 flat cars and 50 cabooses.

The Southern Railway is reported contemplating the purchase of 2600 cars without trucks, the trucks already being on hand.

The Carolina, Clinchfield & Ohio Railway, it is reported, has ordered from the Baldwin Locomotive Works, Philadelphia, six Mallet compound locomotives.

The Chicago, Rock Island & Pacific Railway is reported in the market for 50 consolidation locomotives and 25 Pacific locomotives.

The St. Louis, Barrowsville & Mexico Railway is reported to have ordered 40 Hart convertible cars from the American Car & Foundry Co., St. Louis.

The Harriman lines, it is reported, have ordered 3500 tons of rail from the United States Steel Corporation, New York. The Missouri, Kansas & Texas Railway is also reported to have placed an order for 14,000 tons of rails with the same manufacturer.

The Miller-Crosier Lumber Co. of Huntington and Anthony, W. Va., has purchased a 15-ton Climax locomotive for its narrow-gauge lumber railroad.

The Macon Railway & Light Co., according to a dispatch from Macon, Ga., has purchased six pay-as-you-enter cars.

The New Orleans Great Northern Railroad is reported to have ordered two locomotives (10-wheelers); the Mississippi River & Bonne Terry Railway, two consolidation locomotives; the Atlanta & West Point Railroad, a six-wheel switcher, and the Fort Worth Texas Belt Line also a six-wheel switch engine, all from the American Locomotive Co.

Rumors of a Railroad Merger.

Dispatches from New Orleans say it is reported there that a merger is proposed of the Mobile, Jackson & Kansas City Railroad (now the New Orleans, Mobile & Chicago), the Mississippi Central Railroad and the New Orleans Great Northern Railroad. The first runs from Mobile to Middleton, Tenn., and has plans to extend north to the Ohio River and also southwest to New Orleans. The second runs from Natchez, Miss., east to Hattiesburg, in the same State, and for a comparatively short distance southeast of the latter point, with contemplated extensions to Mobile and also to Scranton, Miss. The last runs from New Orleans, which is entered over the New Orleans Northeastern tracks, to Jackson, Miss.

The dispatch credits the Goodyears of Buffalo, N. Y., who built the New Orleans Great Northern, and who are extensively interested in lumber in Mississippi, with conceiving the idea of the consolidation. If this be true, their object is doubtless to control freight lines for the output of their immense mills. It is said that an extension of 180 miles from Middleton, Tenn., to Cairo, Ill., is proposed, and later a further extension to Chicago. Both of these new pieces of line have, however, been contemplated by the interests which control the Mobile, Jackson & Kansas City. Traffic arrangements would doubtless be immediately made to reach the great lakes, to prevail until the connections could be constructed. A short link of 27 miles is also contemplated between Columbia and Hattiesburg, Miss.

J. F. Wallace on the "Orient."

A report on the Kansas City, Mexico & Orient Railway has been made by John F. Wallace, formerly general manager of the Illinois Central Railroad, and later chief engineer of the Panama Canal. It is dated

subsequent to the report by E. Dickinson and J. T. Odell, previously mentioned. Mr. Wallace says concerning the engineering features of the route through the mountains of Mexico:

"This location shows the most thorough and painstaking work, and has resulted in the selection and construction of a line combining a low interest charge with a minimum cost of maintenance and operation, and compares in an extremely favorable manner with any of the transcontinental lines which have encountered difficulties of a similar nature.

"The mountain location of that part of the railroad now in operation over the continental divide is particularly remarkable for its entire freedom from snow-sheds, tunnels, expensive bridges or viaducts, high embankments and deep excavations, which should tend to give economical operating results."

He also says that the general location of the entire line from a commercial and traffic standpoint is unique and highly favorable.

Fuel Oil in the Southwest.

In a report to the United States Geological Survey on the coal-mining industry in New Mexico, it is stated that one of the influences tending to check the output was the competition of fuel oils, oil from Oklahoma and Texas replacing coal as fuel on fully 3000 miles of railroads on the Pacific coast and in Texas and throughout the Southwest and invading the coal and coke market at the copper-smelting plant at Cananea, Mexico. Oil from California fields was used as fuel on the Southern Pacific Railroad from San Francisco and Los Angeles, Cal., eastward by way of El Paso, Tex., to points where the oils of Texas and Oklahoma were used for replenishing the supply in the locomotive tenders. On the Atchison, Topeka & Santa Fe Railway oil was used from the Pacific coast to Seligman, Ariz. This competition of fuel oil with coal will continue for several years, and must be considered in calculating the future production of coal from the mines of the Southwest.

The use of oil as locomotive fuel has also decreased the amount of coal mined for domestic use, for which lump coal is demanded. Only a small part of the coal mined is coarse enough for this purpose, and the remainder must be used for engine coal or for coking. As comparatively few manufacturing plants derive their fuel supply from this field, the railroads are the chief consumers of the engine coal mined in the Territory, so that the competition of fuel oil restricts the demand for engine coal on the railroads and at the same time curtails the production of domestic coal. During the last five months of the year the orders for lump coal for domestic uses far exceeded the capacity of the mines, for the mine operators could not dispose of the engine coal and could not afford to mine the domestic coal and store or waste the coal of smaller sizes.

Bridge and Railroad Plan.

Secretary Frank M. White of the Commercial Club, Byers, Tex., writes that money is in sight to build a combination wagon toll and railroad bridge across Red River between Oklahoma and Texas at a point near Byers, which is in Clay county. A small gap of 12 miles between Byers, Tex., and Waurika, Okla., which, if closed by the building of a railroad, would connect the Frisco and the Rock Island systems with all roads at Wichita Falls, Tex. The three places named, together with Petrolia, have raised about \$200,000 with which to build the bridge in order to secure the railroad extension desired.

Mr. White says that an independent rail-

road will be built from Waurika to Byers, and thence southeast to Ringgold, connecting there with the Rock Island and the Missouri, Kansas & Texas roads. It is desired to get into correspondence with bridge builders.

Norfolk & Western Improvements.

C. S. Churchill, chief engineer of the Norfolk & Western Railway, Roanoke, Va., telegraphs that the principal improvements to be made are 49.7 miles of second track in Ohio on improved line and grade, which will make the line continuous double track between Kenova, W. Va., and Columbus, O.; 11.5 miles of second track between Wyoming and Devon, W. Va., and 5.4 miles of second track between Vivian and Huger, W. Va., including four tunnels. Bids for second track work were received February 1.

The increase in the double track of the Norfolk & Western Railway, which is being pushed, appears to be principally the result of demands for facilities to handle the great growth of the coal and coke traffic.

Why an Extension Is Refused.

C. S. Clarke, vice-president of the Missouri Pacific Railway, in reply to a request to build an extension from Lake Village, Ark., to a point on the Mississippi River, opposite Greenville, Miss., is reported as writing to F. M. Runnels, secretary of the Greenville Business League, that on account of legislation against railroads and the severe criticisms to which they have been subjected the resources of the Missouri Pacific have been reduced, and that the company has adopted a policy of applying all of its available means to the improvement of its present lines, and until there is a radical improvement in conditions there is little or no inducement for it to consider the acquisition of more mileage.

Louisville to Chicago.

The completion of an electric railway between Warsaw and Goshen, Ind., by the Winona Interurban Company establishes a trolley connection between Louisville, Ky., and Chicago, Ill., via Michigan City, Ind. While this electric route between those cities is roundabout, an official of the Louisville & Northern Railway is quoted as saying that the journey could possibly be covered in about 15 hours, as compared with eight hours by the steam railways. No arrangement has yet been made to operate through cars.

New Rio Grande Bridge.

W. H. Conway, acting secretary of the Board of Trade, Laredo, Tex., writes that right of way has been secured by the National Railways of Mexico for a new bridge there over the Rio Grande. Construction will begin within a few months. It has not been decided whether the old bridge will be removed or not. If it is retained it will probably be used only in emergencies.

The Montana Southern Electric Railroad Co., Columbus, Mont., per R. J. Watson of the Leber-Watson Engineering Co., contractors, writes: "As we are preparing to incorporate and start the construction of 65 miles of electric road, we will be in the market for supplies in about 60 days."

The Mexico, Santa Fe & Perry Traction Co. has begun work on the principal powerhouse at Mexico, Mo. Its electric railway runs north from Mexico to Perry and south to Fulton, with a branch to Columbia, Mo. It is said that bonds to the amount of \$200,000 have been subscribed for construction.

TEXTILES

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

The E. L. Shuford Mill.

The E. L. Shuford Manufacturing Co. of Lawton, Okla., has received plans and specifications for several of its buildings, including the main structure, two stories high, 79x406 feet, with basement and an elevated glass section for lighting the center of the upper story; a 40x53-foot engine-room and a 40x42-foot boiler-room. Plans for warehouse, office building, clothroom, etc., will be received later. This company was incorporated some weeks ago with a capital stock of \$500,000 and will install an initial equipment of 10,000 spindles, 340 looms, etc., with a view to future additions. Its principal officer is E. L. Shuford of Hickory, N. C., and its engineer in charge is J. E. Serrine of Greenville, S. C.

Textile Stereographs.

An interesting and novel means of making known actual conditions in the Southern textile industry is suggested in the distribution by the Proximity Manufacturing Co. of Greensboro, N. C., of a series of stereographs, with the necessary paraphernalia for viewing them, giving views of the industrial and social features of the White Oak Cotton Mills and the Proximity Mills owned by the company. They show the groups of buildings, of the various processes from the lint to the cloth, of the schools and kindergartens and of the welfare work, together with a group of the officers and superintendents of the mill.

The Keystone Finishing Mills.

The Keystone Finishing Mills of Burlington, N. C., has been incorporated with an authorized capital stock of \$125,000 by J. H. Tate, 324 North Main street, High Point, N. C.; John M. Cook and J. W. Murray of Burlington. This company will dye, finish, box and sell hosiery. It was mentioned last week as to be organized, etc. The company will erect a 60x120-foot building and install machinery for daily finishing 2000 dozen pairs of hose, manufacturing 3000 paper boxes, manufacturing wood cases, printing, etc.

The Entwistle Mill.

The Entwistle Manufacturing Co. of Rockingham, N. C., is progressing with the construction of its plant, previously detailed. Its main building will be 128x480 feet, with engine and boiler room, one and two stories high. It will be equipped with 40,000 spindles and 1000 looms for manufacturing cotton cloth. The company is capitalized at \$500,000, and Wm. Entwistle is president.

The Inverness Mills Co.

The Inverness Mills Co. of Winston-Salem, N. C., has elected officers as follows: President, H. G. Chatham; vice-president, John L. Gilmer; secretary-treasurer, Lawrence McRae. This company's organization was mentioned last week, and its plant is to have about 10,000 spindles, 300 looms, etc., driven by electric power. Mr. McRae is in charge, and will at once engage an architect to prepare the plans and specifications.

Beaver Dam Manufacturing Co.

The Beaver Dam Manufacturing Co. of Hartwell, Ga., has incorporated with a capital stock of \$125,000 and organized with Bailey Fowler, president and treas-

urer; Elbert Fowler, vice-president, and John M. Wright, secretary. This company was mentioned recently as having acquired the Witham Cotton Mills, a plant of 6000 spindles and 185 looms.

Removing to America.

The New York Journal of Commerce announces that James Nelson & Sons of Nelson, England, cotton manufacturers, will remove about one-fourth of their plant to the United States, transferring 300 to 400 looms, less than one-fourth of the existing plant, to this country. Nelson & Sons are weavers of specialties in cloths which are largely exported to the United States.

The Wellford Manufacturing Co.

The Wellford (S. C.) Manufacturing Co. plans to buy the Jordan Manufacturing Co. weaving mill at Wellford and add spindles. This new company was mentioned last week as incorporated with a capital stock of \$40,000 by W. M. Jones, 46 South Liberty street, Spartanburg, S. C., and others.

To Build Weaving Addition.

The Hannah Pickett Mills of Rockingham, N. C., will build an addition 100x250 feet and equip with looms for weaving the yarns spun by the company's 10,080 ring spindles.

Ledbetter Company to Enlarge.

The Ledbetter Manufacturing Co. of Rockingham, N. C., plans the erection of an addition and the installation of looms, besides enlarging its power dam from 15 feet high to 27 feet. This company now has 2736 ring spindles.

Euharlee Hosiery Mill.

The Euharlee Hosiery Mill of Dallas, Ga., has been incorporated with a capital stock of \$10,000 by W. A. Foster and W. E. Spinks.

Textile Notes.

G. W. Joyner and associates of Spring Hope, N. C., will hold a meeting this week to formulate plans for organizing the cotton-mill company mentioned in November.

The Flint Manufacturing Co. of Gastonia, N. C., has increased its capital stock from \$150,000 to \$200,000. It is now operating 5500 ring spindles, etc., on yarn production.

The Atlantic & Gulf Mill of Quitman, Ga., is proceeding with improvements that include taking out considerable machinery from No. 1 mill and installing equipment to produce combed Sea Island yarns. Carded upland yarn was formerly produced.

Messrs. W. P. Pickett, F. M. Pickett, J. W. Harris, J. Elwood Cox and associates of High Point, N. C., plan the organization of a \$150,000 cotton-mill company.

Messrs. J. L. Benton, M. R. Sears and associates of Monticello, Ga., will form a \$300,000 company to build a cotton mill.

Cottonseed-Oil Mill for Waco.

The Brazos Valley Cotton Oil Co. of Waco, Tex., has incorporated with a capital stock of \$100,000, its incorporators including J. T. Davis and V. D. Damon of Waco and B. C. Clark and W. D. Keyser of Marlin. In connection with this enterprise a dispatch from Waco states that the company will erect a cottonseed-oil mill to cost approximately \$250,000, including three structures about 200 feet long and equipped with modern machinery. Confirming the dispatch, Mr. Davis telegraphs the MANUFACTURERS' RECORD that everything will be first-class, and that the plant will have a capacity of 80 tons.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Mica and Laundry Machinery.

S. Billow, Apartado 226, Guatemala City, Guatemala, writes the MANUFACTURERS' RECORD:

"The writer was connected for many years with the Southern Pacific Company in Texas, latterly as vice-president and assistant secretary of the land and immigration department during the regime of Col. S. F. B. Morse. For the past year he has been in this republic, and intends at no late date to engage in immigration, land and industrial work here, and would kindly ask that you put him in touch with parties manufacturing laundry machinery, say to accommodate about 1000 customers per month. Would also like to be put in touch with parties who deal in mica, as there is quite a large deposit of this material in this republic."

Linseed-Oil Machinery.

Luis G. Ramirez, La Piedad, Mich., Mexico, writes the MANUFACTURERS' RECORD:

"I permit myself to say that I am actually at this very moment about to equip a factory for the purpose of making linseed oil, and I would like to get the machinery from the United States. I have already written to all the manufacturers in this line advertising in your journal, in each case telling them that I did so at your suggestion. Now, if you can aid me in getting just what I wish I shall be under many obligations."

Elastics Wanted in Australia.

Michael A. Khyat, 221 Exhibition street, Melbourne, Australia, writes the MANUFACTURERS' RECORD:

"Being a large importer and manufacturer of all kinds of elastic web braces, belts suspenders, etc., I will entreat you to request the manufacturers of elastic tissues to dispatch me a complete range of their samples as early as possible, with absolutely lowest prices for large quantities. Samples from more than one manufacturer are required. Terms cash in U. S. A. It is only the samples of the elastic material that I require, and not the made-up articles."

Wants Colored Stamped Metal.

Bensussan, Sides & Co., Salonica, Turkey, writes the MANUFACTURERS' RECORD:

"We have many demands for stamped metal exactly like the sample enclosed, assorted colors, size 20x14 inches, delivered in boxes containing 225 sheets. We would be under many obligations if you would kindly send sample to some reliable American firm, making an effort to get that firm to give us their agency here, sending us samples at the same time, so that we may be able to strike a bargain with some of the numerous people whose orders we already have in hand."

Wants a Printing Press.

Technisch Bureau De Jongen Kneppers, 22 Alexander Battalaan, Maastricht, Holland, writes the MANUFACTURERS' RECORD:

"We would be extremely obliged if you could bring us in connection with a firm manufacturing the following: A press on which a form can be printed of 55x95 centimeters, or 50x85 centimeters, measured from inside the frame, with a perfect registration, and connected with a folding machine for two sizes. Must be able to supply 1000 to 1200 pieces per hour."

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

YELLOW PINE MANUFACTURERS.

Twentieth Annual Convention of the Association.

The twentieth annual convention of the Yellow Pine Manufacturers' Association was held in New Orleans last week, with a large number of representative lumbermen of the Southern pine belt in attendance. President H. H. Foster of Malvern, Ark., called the convention to order and read his annual address, in which he declared that, viewing the past year from a financial standpoint, it had been one of disappointment to the lumbermen. He stated that there should be a central or general organization through which facts and figures appertaining to the industry at large may be disseminated and lines of work formulated tending to put all lumbermen on common ground. This, he said, could be accomplished by giving the individual lumberman such information as will enable him to correctly estimate the conditions of the industry, more especially as they relate to the subject of supply and demand.

Secretary George K. Smith of St. Louis in his annual review showed that the increase in production of 1550 mills in the States of Missouri, Arkansas, Texas, Louisiana, Mississippi, Alabama, Georgia and Florida amounted to 2,052,562,913 feet for 1909, as compared with the production for 1908. A total of 78 mills suspended operation during the past year, representing a production of 225,000,000 feet, while 10 mills were put in commission, representing a production of 175,000,000 feet. From reports received until January 19 Mr. Smith had prepared a table showing that the excess cut over shipments during 1909 amounted to 24,150,772 feet, less than 1 per cent., while the increase in stock amounted to 26,150,772 feet, or about 3 per cent. Net stocks among 137 mills reporting amounted to 98,007,504 feet, while the 1909 production of 224 mills, based on 275 days' run, amounted to 78.4 per cent. of the normal capacity.

Treasurer A. J. Neimeyer of St. Louis submitted a financial statement, which showed that the annual income of the association had been \$101,082.64, of which amount \$99,842 had been paid by assessments, while the expenditures for the year amounted to \$96,732.33.

In addition to the officers, other speakers included Victor H. Beckman, secretary of the Pacific Coast Lumbermen's Association of Seattle, Wash., who spoke on the utilization of odd lengths; R. A. Long of Kansas City; J. A. Freeman of St. Louis; J. B. White, Kansas City; C. S. Butterfield of Norfolk, Miss.; O. L. Benway, Hammond, La.; Philip H. Gardner, Laurel, Miss., and others. Through a resolution the association went on record as favoring the immediate conservation of Southern timber lands, and requested the aid of the United States forest service in the preservation of Southern timber. It endorsed the Yale School of Forestry, and subscribed \$5700 toward the fund, at the same time requesting the secretary to raise an additional \$16,000 among the members. Before adjournment it was decided to hold the next meeting of the association in Chicago next June. The following officers were elected: J. Lewis Thompson of Houston, Tex., of the Thompson Bros. Lumber Co., was unanimously elected president; N. H. Clapp, Jr., of Warren, Ark., was elected vice-president; A. J. Neimeyer, treasurer, St. Louis, Mo.; Geo. K. Smith, secretary, St. Louis, Mo.

Lumber at Memphis.

[Special Dispatch to Manufacturers' Record.]
Memphis, Tenn., January 31.

Trade in hardwoods continues good. Most of the mills in this district are operating. Several new mills are building in this territory, four of them being in Memphis. Prices on lumber show an upward tendency, this being very emphasized in the better grades of stock. There is getting to be some demand now also for low grades. Some larger sales are reported in cypress, ash and gum. Export business is good, according to criterions in this large export market, but everyone agrees that the domestic trade excels.

The wet weather incident to a couple of snows and heavy rains has interfered a little with country hauling. In the Mississippi River, with its tributaries, some logs have been moving. Mills as a rule are well supplied with logs.

The sash and door trade is good, with an upward tendency on all-heart shingles. There is in the hardwood market a larger inquiry now for No. 2 common oak. Yellow pine lumber is in good demand, and the building trade in Memphis was never brighter than now. Real estate values are well held, and the building situation in January has been excelled by no former January.

To Develop West Virginia Timber.

The MANUFACTURERS' RECORD has received authentic information that the Miller-Crosier Lumber Co. of Huntington, W. Va., has recently bought 1859 acres of timber land in Greenbrier county, and will install a 40-horse-power circular sawmill of 20,000 feet daily capacity to facilitate its development. The mill will be located at Anthony, about 17 miles above Ronceverte, for which all necessary equipment has been purchased and contracts awarded for the erection of the buildings required including store, boarding-house and about 15 dwellings. The company will also construct seven miles of 36-inch gauge railroad, for which it has purchased a 15-ton Climax locomotive, together with a wire suspension bridge to have a 240-foot span over the Greenbrier River. Charles A. Miller of Ashland, Ky., and G. W. Crosier of Huntington are interested in the enterprise. The lumber output of the company will be handled by J. W. Johnson & Co. of Huntington.

Axe Handles for Export.

Another possibility of utilizing the mountain hickory of North Carolina for export trade is indicated in a report from Asheville, which states that the French Broad Manufacturing Co. has contracted with R. M. Ford of New York city to furnish him with all the axe handles it can manufacture for export. The company, it is said, is at present exporting largely to South America, and the trade in that country finds the mountain hickory well suited to its requirements. For the purpose of acquiring a supply of raw material it is understood that the company desires to contract for the delivery to it of this wood in 38-inch lengths.

Building in Laurel, Miss.

According to statistics compiled by the *Chronicle* of Laurel, Miss., building operations in that city during 1909 amounted to approximately \$300,000, the structures including dwellings, schools, commercial and other buildings.

Southwestern Lumbermen.

At the annual convention of the Southwestern Lumbermen's Association at Kansas City last week the following officers and directors were elected: S. E. Matthews, Webb City, Mo., president; J. H. Foreman, Kansas City, treasurer; John

Atwell, Chillicothe, Mo., and W. M. John, Sedalia, directors for Missouri; W. D. Franz, director for Oklahoma, and L. R. Putnam, Fayetteville, Ark., director for Arkansas. Harry A. Gorsuch was re-elected secretary for the ensuing year.

Buys Timber Tract in Arkansas.

The Henry Wrape Stave Co. of Paragould, Ark., is reported to have purchased 2285 acres of timber land located about 15 miles south of Stuttgart, in Arkansas and Jefferson counties, Arkansas, for a consideration of about \$48,000. The property was purchased from M. A. Waldin and Martin L. Pierce of Trimble, Tenn., and is said to contain a large quantity of white oak timber which the purchasing company will develop.

Lumber Notes.

The annual report of the building inspector of Savannah for 1909 shows that 385 buildings were completed in that city last year, valued at \$715,100.

The Statesville (N. C.) Lumber Co. has incorporated with a capital stock of \$100,000. Its incorporators include A. R. Sherrill and W. E. Selby both of Statesville; W. C. Alexander, Charlotte, and associates.

MINING

West Virginia Geology.

The West Virginia Geological Survey has just issued an important volume describing the minerals, soils, physical features, coal beds, oil and gas pools of Marshall, Wetzel and Tyler counties, together with topographic, geologic and soil maps of that entire area in a single sheet on the scale of one mile to the inch. These publications will prove very valuable to everyone interested in the mineral resources of these three counties. The volume in question is described as follows:

"New Detailed County report on Marshall, Wetzel and Tyler Counties, 654 pages plus XVIII, with case of 3 maps—topographic, geologic and soil—covering the entire area of these counties, on a scale of one mile to the inch, just issued from the press. In this report the history, geology, soils and surface features of each county is described in detail, and a new feature is introduced, showing the structure of the rocky strata by contours on the Pittsburg coal bed, thus bringing out the exact positions of the anticlines and synclines, and exhibiting the location of all the oil and gas pools developed in these three counties to the close of 1909. The location of the numerous (700) bore hole records given in the text is indicated on the geologic map, and it has also been possible to show the line of disappearance of the Pittsburg coal with more accuracy than possible on the small scale of the State map. Price, with case of maps, postage paid by the survey, \$2. A few copies of both the topographic and the geologic maps of these three counties have been mounted on muslin for office use. These can be sent only by express and the price is \$1.50 each, or both for \$2.50, expressage to nearest express office prepaid by the survey."

For other combinations at reduced rates, including all the remaining publications of the survey, write to the West Virginia Geological Survey, Morgantown, W. Va.

To Develop Texas Sulphur.

Announcement is made as to the completion of plans for the development of sulphur deposits on Bryan Heights, near Velasco, Tex. This will be undertaken by the Bryan Heights Development Co., which uses its own patent process for obtaining the sulphur. The company bores a hole, sinks a pipe and then places boilers which force steam to the sulphur, melting it to a liquid which is forced out by pressure and

emptied into an evaporating vat. Here the water evaporates and the sulphur becomes a solid mass. It is reported that the company has completed arrangements to expend \$350,000 for an extensive plant. Felix Jackson of Velasco is general manager.

Southern Appalachian Coal Operators

Organization of the Southern Appalachian Coal Operators' Association was perfected at a meeting of the association at Knoxville last week by the election of the following officers for the ensuing year: President, Ben A. Morton, Knoxville; first vice-president, H. M. Lafollette, Lafollette; second vice-president, James R. Woodbridge, Woodbridge; third vice-president, M. J. Hoss, Pineville, Ky. The election of a secretary was left with the executive committee, which will meet at the call of the chairman.

The Gulf Sulphur Co.

The Gulf Sulphur Co. will complete its first pumping well at Matagorda, Tex., by March 1. It is now preparing plans for machinery and other equipment to develop its sulphur deposits. This company was incorporated last year with a capital stock of \$250,000, and has its main offices in the Laclede Building, St. Louis, J. M. Allen, general manager, being in charge.

Will Develop Zinc Mines in Arkansas.

A dispatch from Jonesboro, Ark., states that C. L. Kennard, J. W. Kennard and John Reeves of that city, with St. Louis capitalists, have organized the Francis Zinc Co., with a capital stock of \$250,000. It is announced that the main office of the company will be at Phoenix, Ariz., but that it will develop zinc mines near Hardy, Ark.

Mining Notes.

Shipments of coal from mines on the Norfolk & Western Railway during 1909 amounted to 14,581,702 tons, as compared with a total of 11,207,943 tons during 1908.

The Pocahontas Coal Sales Co. has organized with James R. Gilliam, president, and W. P. Slaughter, vice-president and general manager. The company will have its offices in the Kelley-Moyers Building, Bluefield, W. Va., and will handle Pocahontas coal from the Shawnee, Arlington and Gilliam mines. H. W. O'Keefe is the local agent.

Wants Refrigerators.

Mr. W. H. Wild, president of the Wild Brothers Hardware Co., Evergreen, Ala., writes to the MANUFACTURERS' RECORD: "We have been in the hardware and furniture business in Evergreen for 10 or 12 years, and each season we have been almost forced to put in a new line of refrigerators, as the old ones would not give satisfaction. We are getting tired of this, and want to get in connection with some manufacturer who makes a refrigerator of merit. We also want to get connected with people who are advertisers and hustlers for business. We will be pleased to have you give us the addresses of a few concerns if you know of any that fill the bill."

Completing a 24,000-Horse-Power Plant.

The Southern Power Co. of Charlotte will complete within 90 days its development at Ninety-Nine Islands, on the Catawba River, seven miles from Blacksburg, S. C. The mechanical equipment is now arriving for installation, and the development will transmit 24,000 horse-power by electricity. This will give the company a total of 105,000 horse-power.

It is reported that about 40,000 Servians are expected to settle at Point Coupee, La.

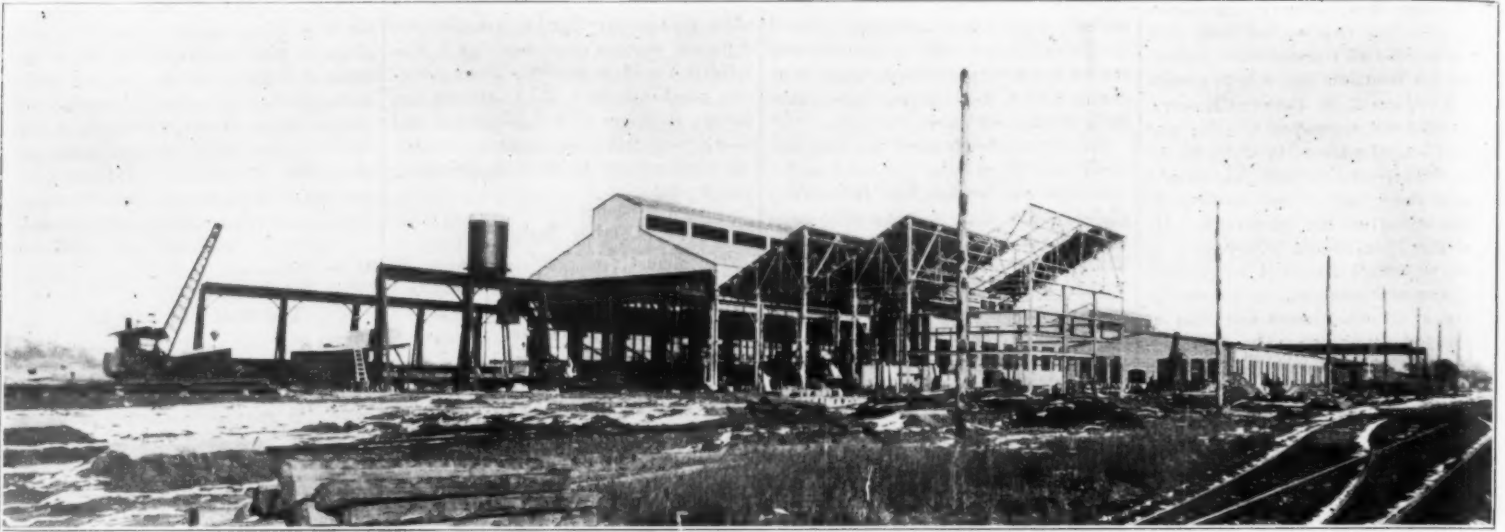
MECHANICAL**ITS TWO NEW PLANTS.****Virginia Bridge & Iron Co.'s Recent Expansion.**

Establishing new plants at Memphis, Tenn., and Atlanta, Ga., and about doubling the capacity of its main plant at Roanoke,

There are two transepts from the main shop also constructed of steel, one of these being used for the smith shop and the other for the rivet shop. The machine shop, templet shop and office buildings are all of brick construction, with steel roof trusses and concrete floors. The engine-house and boiler-house are also of structural steel, with concrete floors. Water is

neering Works, Detroit, Mich.; the punching and shearing equipment was made by the Cleveland Punch and Shear Works, Cleveland, O., and the Long & Allstatter Company, Hamilton, O.; the overhead electric hoist in the marking and structural shop were furnished by the Shepard Electric Crane & Hoist Co., Montour Falls, N. Y.; the riveting machinery by John F.

The company's plant at Atlanta, Ga., fronts 200 feet on Whitehill street, one of the principal streets of that city, and extends back along Stewart avenue 445 feet. Similar to all of its plants, this one is fitted out with the most modern machinery and equipment, the shop being provided with crane runways and cranes at the receiving and shipping end of the shop, high-



MEMPHIS (TENN.) PLANT VIRGINIA BRIDGE & IRON CO.

Va., is the noteworthy achievement accomplished by the Virginia Bridge & Iron Co. during the past year. The plant at Memphis has a monthly capacity of 1500 tons of structural steel, the Atlanta plant 300 tons, and the increased capacity of the Roanoke plant 5000 tons, making the combined capacity per annum over 75,000 tons of manufactured products. The cost of these improvements was over \$400,000, and they evidence the steady growth of this company's business and the strong faith it has in the future by providing enlarged facilities to thoroughly and promptly handle all orders secured. Moreover, these plants being located at advantageous points enables the company to thoroughly cover the entire South and make quick shipments on short notice.

In designing and constructing the plants the company thoroughly realized that they must be modern in every respect and contain the most improved machinery and equipment in order not only to fabricate the steel quickly, but to operate the plants economically, so as to successfully compete with other large companies.

For its Memphis plant the company purchased last June a tract of 10 acres in North Memphis on the Union Railway, and in the midst of a manufacturing district from which good help is available. Ground was broken on July 5, and shipments of structural steel from this plant for buildings in Memphis and for bridges in the Southern and Southwestern territory was made in October, which gives some idea of the rapid progress made in construction work. The main shop buildings and crane sheds are 636 feet long and are continuous, beginning with the crane runway sheds on the unloading yard, which occupy 108 feet; the marking shop, 100 feet; punch shop, 120 feet; structural shop, 260 feet, and the crane shed on the opposite end, 78 feet. The main building is 80 feet wide, and is constructed entirely of structural steel. The crane runways at either end are 400 feet long, and are served by 10-ton cranes, while the runways through the structural shop are equipped with two 25-ton Northern cranes. The main shop, punch shop and structural shop are equipped with steel skids, roller tables and spacing machines. The floors of these shops are constructed of cypress blocks and concrete.

supplied from a 10-inch artesian well, which is pumped into a 100,000-gallon capacity steel tank for storage purposes. The entire plant is wired for 240-volt electric power, and all machines are equipped with individual electric motors.

The plant is fireproof throughout, and

Allen, New York city, and the Hanna Engineering Works, Chicago, Ill.; the oil furnaces by the American Equipment Co., Norristown, Pa., and the milling machinery by the Newton Machine Tool Works, Philadelphia, Pa.

At present there is being manufactured

speed saws, punches, shears, milling machinery, air compressors, generators, etc. All of the machinery is operated by individual 240-volt motors, electric power for these being supplied by the Georgia Railway & Electric Co. At this plant the company always maintains a large stock



ATLANTA (GA.) PLANT VIRGINIA BRIDGE & IRON CO.

cost \$200,000. Its capacity is 1500 tons of structural steel per month.

Among the equipment in the plant may be mentioned beam shears furnished by Henry Pels & Co., New York city; cold saws by Jos. T. Ryerson & Sons, Chicago, Ill.; the cranes for the unloading runways, structural shop and loading crane runways were supplied by the Northern Engi-

at this plant the structural steel for the 18-story bank building of the Central Bank & Trust Co., Memphis, Tenn.; the structural steel for the 14-story Metropolitan Bank Building in New Orleans, La., and about 700 tons of structural steel for the new dock sheds at Mobile, Ala.; also a number of bridges for Southern and Southwestern railroad systems.

of structural material of all sizes. It has an output of 300 tons per month of fabricated materials, besides an additional tonnage of plain beams and similar material. The plant is located within a few blocks of all of the important freight and passenger terminals of Atlanta, which gives it excellent facilities for transacting business.

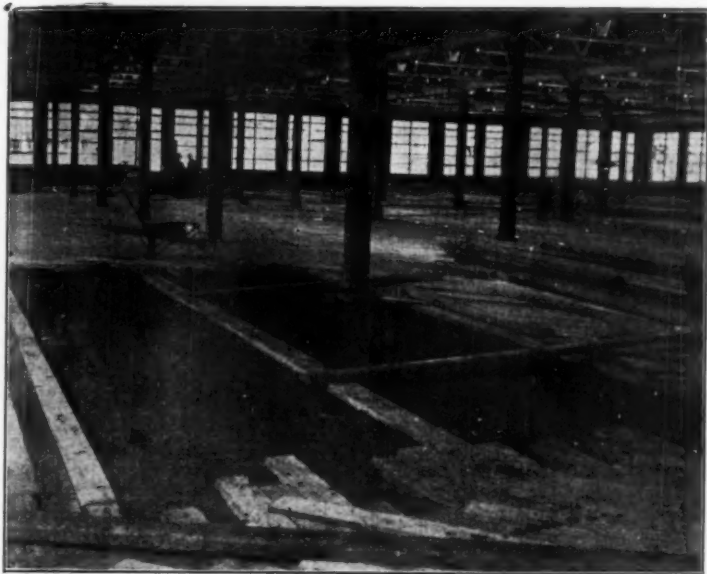
At the company's main plant at Roa-

noke, Va., extensive improvements nearly doubling its present capacity are about fully completed. These improvements include a new girder shop, new marking shop, extension to power-house, machine shop and paint shop. The additions will all be of structural steel, and will be made fireproof. For this plant there is now being built by Hilles & Jones, Wilmington, Del., one of the largest multiple punches ever constructed, and for this punch there is being manufactured by the Conley Uni-

ing manager; A. Z. Drozdov, chief engineer; G. A. Tretter, wrecking manager.

An Ideal Factory Floor.

The facility with which mill and other machinery can be fastened to a wooden floor gives rise to the use of such floors, even when the balance of the floor construction or the necessary strength is obtained from reinforced concrete. The usual method of construction in such cases has been to bed wooden nailing strips in



AN IDEAL FACTORY FLOOR.

versal Spacing Machine Co., Pittsburg, Pa., so far as is known, the largest spacing table ever built, equipped with electrically-operated power. The new equipment for this plant includes electric compressors furnished by Ingersoll-Rand Company, New York city; electrical equipment and motor generators by the Westinghouse Electric & Manufacturing Co., Pittsburg, Pa.; motors by the Crocker-Wheeler Company, Ampere, N. J.; punching and shearing equipment by Hilles & Jones Company, Wilmington, Del., and Long & Allstatter, Hamilton, O., and Williams, White & Co., Moline, Ill.; electric cranes by Niles-Bement-Pond Company, 111 Broadway, New York; Flather lathes by the Carey Machinery & Supply Co., Baltimore, Md.; Brown & Sharpe milling machinery by the Carey Machinery & Supply Co., Baltimore, Md.; air hoists by Curtis & Co. Manufacturing Co., St. Louis, Mo.; riveting machines by Hanna Engineering Works, Chicago, Ill.; oil furnaces by American Equipment Co., Norristown, Pa.; electric reamers by the Van Dorn Electric & Manufacturing Co., Cleveland, O.; oil tanks by the Chicago House Wrecking Co., Chicago, Ill.; electric grinders by the United States Electrical Tool Co., Cincinnati, O.; rivet-making machines by the Acme Machinery Co., Cleveland, O., and electric hoists by the Shepard Electric Crane & Hoist Co., Montour Falls, N. Y. These improvements cost \$150,000, and when they are completed this plant will have a capacity of 5000 tons of finished product per month.

The several illustrations shown herewith of the Atlanta and Memphis plants give some idea of their character and scope.

These several enlargements will give the company a combined capacity of more than 75,000 tons of manufactured product per annum, and they are all now being operated to almost their capacity.

The officers of the company are: C. Edwin Michael, president; T. T. Fishburne, vice-president and treasurer; J. B. Fishburne, second vice-president; John R. Parker, secretary and assistant treasurer; J. K. Graham, general manager; G. T. Greer, purchasing agent; J. H. Whitner, contract-

the concrete flush with the surface and nail the floor planks to these strips.

In making the plans for the Blake & Johnson factory at Waterville, Conn., the engineers, Griggs & Hunt of Waterbury, Conn., were confronted with the requirement of a four-inch wooden floor on the second story, although the floor panels themselves were to be of reinforced concrete. The usual practice of using nailing strips as mentioned above was at first considered, but there is always danger of dry rot where wood is embedded in concrete, and protection against dry rot was essential.

The method adopted was similar to that used under the lower floor in many factory buildings, and seems so admirably adapted to the requirements that it is strange that it has not occurred to others to use it where the wooden floor is required on top of concrete.

For 20 or 30 years it has been the practice where a wooden floor is required directly on the ground without space beneath to omit sleepers and bed the plank directly on from one to two inches of sand mixed with sufficient good heavy coal tar to fill the voids in the sand. This not only protects against decay that would be caused by dampness from the ground, but the creosote oil in the tar also acts as a wood preservative.

The foundation has often been of concrete, but more usually of cinders or broken stone or gravel mixed with enough tar so it would compact well under a roller and provide a good, true and level surface for spreading the sand and tar. The mixture of sand and tar provides a perfect bedding for the planks, which are tied together as firmly by the hardwood wearing surface laid at right angles or diagonally as a single floor would be by the use of sleepers.

The adoption of this idea on the second floor of the Blake & Johnson factory is shown in the accompanying view. In this case the foundation (the reinforced slab) was already in; all that was needed was something on which to bed the planks. Sand alone would not answer, as vibration would cause it to shift; but by mixing tar with the sand this danger was overcome,

and the protection afforded by creosote oils in the tar was obtained. Barrett's sub-floor tar No. 5 was used and about 50 gallons mixed with each cubic yard of sand.

The mixture was spread on about one and one-eighth inches thick (so it would compact to one inch), leveled with a straight edge, and while it was still warm and soft the planks were laid on it and tamped until the proper level and stability were obtained. Following the two-inch plank a seven-eighths-inch rough pine board was laid, and then a surface of one and one-quarter inch square-edge maple. If the experience of 20 or 30 years counts for anything, the planks in this floor will last as long as any part of the building, and if the hardwood wearing surface wears through in places repairs will be a simple matter.

The Barrett Manufacturing Co. of New York, Philadelphia and other cities manufactured the materials for this factory floor.

The Crain Combination Woodworker

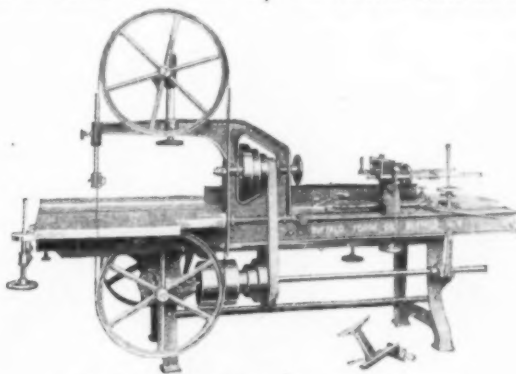
Manufacturers and others interested in improved woodworking machinery are invited to investigate the Crain combination woodworker, illustrated herewith.

This woodworking tool confines in a machine occupying a floor space $3\frac{1}{4} \times 9\frac{1}{2}$ feet the operations of the lathe, boring machine, drill, band saw, rip saw, cross-cut saw, planer, sander, sizer, equalizer, shaper and tenoner. There are no extra attachments; the inserting in place of the proper tool is all that is necessary, just as on the machine built for that particular duty.

The lathe has a swing of 20 inches in diameter, with 40 inches between centers. The lathe head is fitted with a four-step cone pulley, giving the lathe four different speeds. The sizes of these steps are $5\frac{1}{4}$, $7\frac{1}{2}$, $9\frac{3}{4}$ and 12 inches in diameter, each having a two-inch face.

The boring table is fitted with clamps to hold work of any shape firmly in place. To bring the work to the desired height this table is raised or lowered by means of the adjustment screw located immediately below. The work can be so held in position that a hole may be bored at any angle up to 45 degrees.

The lathe or boring spindle has a



THE CRAIN COMBINATION WOODWORKER.

tapered socket to fit the ordinary taper shank twist drill. This spindle is threaded so that the face plate, a chuck of any kind or a tenoner can be screwed on.

The boring table carriage is equipped with a post for the support of wheels and like articles. This post can be raised, lowered or tilted so as to give the wheels the required dish when tenoning spokes, a feature appreciated by the wagon maker. An adjustable stop is also provided, which halts the carriage at any desired point, insuring uniformity in the work.

The capacity of the drill is holes up to two inches in diameter in wood, and up to one-half inch in diameter in wrought iron or steel.

The well-supported band-saw table is

provided with an adjustable post mounted upon a sliding arm for supporting work that is being equalized. The band saw operates on two balanced rubber-tired wheels 27 inches in diameter. The power is transmitted to the lower wheel, which is fitted with a clutch, which is pulled out, shutting off the power when the saw is not in use. Danger of accidents due to the moving saw is thus eliminated. The band-saw guide is adjustable, and can be raised so that work 12 inches in thickness can be handled.

The saw arbor will take circular saws 12 inches in diameter of either rip or cross-cut type. The saw table is fitted with a cut-off gauge, which can be adjusted to guide the work for cutting at any angle up to 45 degrees. This table also has an adjustable guide for sizing, edging, etc.

The planer head is pivoted, and can be used either horizontally or vertically; also at any angle between these inclinations. The planer head can be raised or lowered by means of the adjustment screw immediately below it. The planer head takes bits of any shape up to six inches in width. The work is guided by means of an adjustable guide forming a part of the planer table. The following work is done on this part of the machine simply by making bits of the required shape: Planing, jointing, chamfering, rounding, dado and cutting moldings. Bits are easily and quickly changed.

The construction of this machine is substantial throughout. It is supported upon heavy cast-iron legs, in the casting of which care is exercised not only to secure sufficient metal, but also a proper distribution of it. The legs are rigidly braced, so that a firm, rigid base supports the table of $1\frac{1}{2}$ -inch maple. The lathe is supported upon two beams of channel iron firmly secured to the base. Rigidity characterizes the construction.

The machine requires four horse-power, which is supplied in the most convenient manner. It is regularly equipped with pulley drive from an overhead line shaft. The drive shaft is equipped with tight and loose pulleys 10 inches in diameter, with four-inch face, and should run at 400 revolutions per minute.

All revolving parts are mounted upon

steel shafts, running in extra long journal bearings lined with the best babbitt metal. A smooth, quiet running machine is thus maintained. The Crain universal woodworker is built by the Buffalo Forge Co., Buffalo, N. Y.

Coal-Leveling Machine.

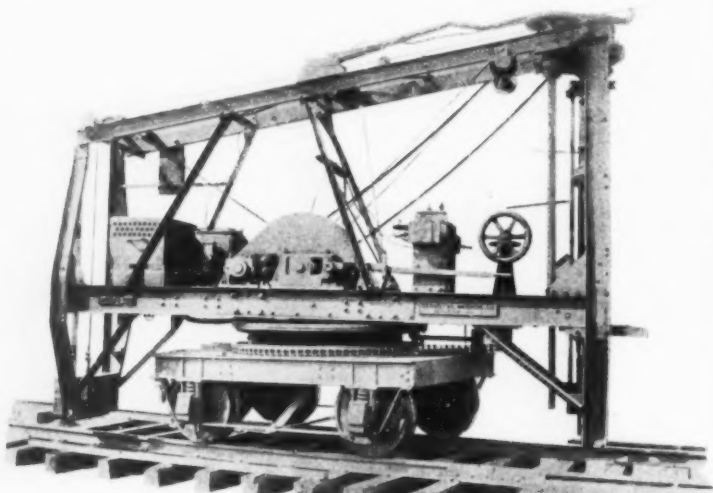
An invention to assist the economical production of coke is a unique machine for leveling coal in beehive ovens. This machine is built by the Covington Machine Co., Covington, Va., the company which introduced the coke-drawing machine.

One of these coal levelers has been in operation for six months at the Continental No. 1 plant of the H. C. Frick Coke Co., Uniontown, Pa.

The Covington Machine Co. says: "We give the record of the machine at Continental No. 1:

"This machine levels 185 ovens per day, finishing its task within one minute after last oven is charged. It is operated by one man, and the labor saving amounts to about \$14.50 per day. In addition, the perfect work of this machine makes it possible to not only burn off the usual charge put in an oven, but allows charging of approximately 7 per cent. more coal, thereby

through the trunnel head and can be raised up clear of the track when desired. The truck is driven by a 20-horse-power standard railway-type motor, geared to one of the axles. A similar motor is mounted on the swinging frame, which drives the leveling shaft and raises and lowers same. Two controllers, a hand wheel and two levers bring everything under easy and complete control of the operator. The main vertical shaft is carried in a sliding crosshead, which is guided by vertical ways and is



COVINGTON MACHINE CO. COAL LEVELER.

increasing output of plant, and makes into coke the coal which has heretofore been carted to the ash dump, due to the charge not burning off by reason of improper hand leveling.

"The proper leveling of the machine is not the only thing which makes it possible to burn more coal than is customary where hand leveling is practiced. Where the machine is used, as soon as an oven is drawn the door is immediately bricked up and damped before the oven is recharged, thus conserving so much heat that the new

raised or lowered by means of two wire cables wound on drums mounted on a shaft driven by friction gearing. This leveling shaft is partially counterbalanced. By means of a hand lever the friction gearing can be thrown in, raising the leveling shaft, or by dropping the lever a brake comes into action, holding the shaft at any desired height.

"The leveling shaft, which drops through the trunnel head, is provided at its lower end by a pair of pantographic arms, which shut up between the head



COAL LEVELER PANTAGRAPH EXTENDED.

charge will ignite within one-third the time required where leveling is done by hand. This gives the coal longer to burn, and has quite a little to do toward increasing the yield.

"The machine runs on the larry track, uses the larry trolley, and operates through the trunnel head; therefore, no expense is required for its installation.

"The machine (see illustration) consists of a wheeled truck carrying a swinging frame, at one end of which is a vertical, sliding leveling shaft, which drops down

when going in or out of the oven, and are opened out to their full extent when leveling. The action of these arms is shown by two accompanying views.

"In leveling, the operator moves his machine near the center of the oven, adjusts it to the center of the trunnel head by the hand wheel, throws over the hand lever, causing the shaft to drop into the oven, and by means of the controller starts it revolving. A friction device operates an internal nut, which, moving a plunger rod within the vertical shaft, opens out the

leveling arms. By the time the arms are moved out to their full extent the oven is perfectly leveled. Reversing the motor closes the arms; throwing in the friction raises the shaft to its upper position and the machine is ready for the next oven.

"The machine can be built to level any



PANTAGRAPH CLOSED.

size oven, and will operate equally as well on a double or single block of ovens. It is as active as a larry on the track, and is never in the way of the chargers."

Additional information can be obtained by addressing the Covington Machine Co. at Covington, Va., or at Uniontown, Pa.

The Universal Sash Bar.

Dealers in building materials, architects and others interested in improved materials for building purposes are invited to investigate the Universal sash bar illustrated herewith. This is a corner and division bar, and at any or all angles provides for settling of building and expansion of glass without crushing. It is strong enough to withstand wind pressure, and requires no braces, staybolts or framework. It is waterproof, dustproof, and most easily applied. Where it is used glass will not frost if the show windows are enclosed, and it requires no ventilation. This bar is a universal fitter, and the glass is set from the outside. It is made of heavy brass, with iron T bar, and takes up but one and three-quarter inches of space. The standard size is used on all runs of six feet and under.

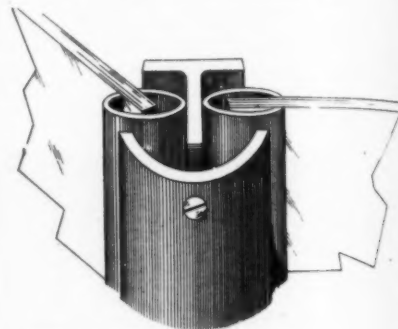
The Universal bar is manufactured by the Voltz Manufacturing Co. of St. Joseph, Mo. Referring to its Universal sash bars, the company says:

"A glass that has unequal temperature, that is, colder on the outside than on the inside, will form moisture—and moisture makes frost. A glass will commence to form frost first at the sides or bottom, and never at the top or at the center. As the Universal bar uses no putty, but the tubes form a dead air space at the edge of the glass, which keeps the edge of the glass at the same temperature, you have no moisture and no frost.

"The Universal is the first and only bar to keep windows from frosting, and the principle is clear, plain and simple—we make use of a natural law that has been discovered by us and overlooked by others.

"Don't buy just one corner bar and expect this one bar to take care of your full window, and if you have a furnace in the basement you must fix your show window floor so that the heat will not come through. The inside heat must be shut off to get results. For those, however, who desire it, we will ventilate our bar without extra cost, warranted dustproof.

"The Universal bar is the easiest setting for the glass, for there is no strain on the glass in any position; don't judge the strength of a bar by a short sample; take the glass out of the sample submitted to you; ask yourself if that bar was eight



THE UNIVERSAL SASH BAR.

feet long would it have any strength; buy a bar to hold your glass; that is what you want it for; you do not want the glass to hold up your bar. It will stand a stronger wind pressure, a stronger suction than any bar made; it will stand a front pressure, a back pressure or a side pressure; rigid every way."

Concrete Sidewalks.

Mr. L. G. Aymard, City Clerk of Pensacola, Fla., writing to the MANUFACTURERS' RECORD of the plan for the construction of concrete sidewalks at Pensacola, Fla., says:

"In January, 1909, the city of Pensacola advertised for bids for the construction of approximately 20 miles of concrete sidewalks. These bids were opened about the first of February, and the contract was let to the Whiddon Construction Co. of Birmingham, Ala., at 10 cents per square foot and 30 cents per cubic yard for excavating and filling over and above a depth of nine inches, including a haul of 1000 feet, with a discount of 10 per cent. for cash. The contractor was paid off and is being paid off in apportionment warrants issued by the city against the portions of lots abutting or in front of or alongside of which sidewalks are constructed. The contractor accepts in lieu of apportionment warrants in full payment for the amount chargeable against any lot or part thereof, all cash, or 25 per cent. cash and the balance payable 25 per cent. in one, two and three years, with interest at the rate of 6 per cent. per annum. Under this plan the city notifies the property-owners in writing that they are required to construct sidewalks at certain locations within 30 days. The notice provided that, if the owners do not construct sidewalks in 30 days, the city will have the work constructed and charge it up to the property. In 99 per cent. of all cases the property-owners simply decline to construct the walks and have the walks built under the city's contract at 10 cents per square foot, this being a cheaper price than they are able to secure from contractors on smaller jobs. The city has up to this time built at least 25 miles of uniform concrete sidewalks, placing the names of the streets in the corners of each walk, and in only one instance has had issued an apportionment warrant against a property-owner for a failure to pay for his walk, the people being willing and ready to take advantage of the contract.

"This is an excellent plan, and the city is today preparing to advertise for bids for a new contract for the construction of at least 25 miles of walks under the same plan, which runs for one year."

It is reported that a large automobile manufacturing plant of Michigan is studying the advantages of a couple of Gulf coast cities with a view to establishing there a distributing center for that section.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECT

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

The Daily Bulletin of the Manufacturers' Record is published every business day in the year for the purpose of giving the earliest possible news in regard to new industrial, railroad and financial enterprises organized in the South. It is invaluable to contractors, manufacturers, engineers and all others who want to get in touch at the earliest moment with new undertakings or the enlargement of established enterprises. The subscription price is \$25 a year. All advertising contracts in the Manufacturers' Record extending over a period of three months include a subscription for the length of time of the contract to the Daily Bulletin.

BRIDGES, CULVERTS, VIADUCTS

Ala., Decatur.—Morgan County Commissioners ordered construction of two steel bridges across west fork of Flint Creek.

Fla., Bradenton.—Manatee county will construct steel bridges across East Palma Sola Bayou, West Palma Sola Bayou, Frog Creek and north prong of Phillips Creek; bids to be opened March 7; Robert H. Roesech, clerk County Commissioners. (See "Machinery Wanted.")

Ga., Atlanta.—Special Council committee appointed subcommittees and requested R. M. Clayton, City Engineer, to prepare preliminary plans for construction of viaduct from Alabama St. to the West End. (Recently mentioned.)

Ky., Louisville.—Borderland Coal Co., Borderland, W. Va., contemplates construction of bridge across Tug branch of Big Sandy River.

Ky., Lexington.—Enterprise Bridge Co. incorporated by T. J. Manley, M. A. Manley, both of Lexington, and H. C. Metcalf, Carlisle, Ky.

Ky., Henderson.—Henderson County Bridge Co. incorporated with \$1,500,000 capital stock and W. A. Karges president, W. A. Koch vice-president and J. E. Greely secretary-treasurer; Vanderburg Bridge Co. incorporated with \$15,000 capital stock and W. H.

McCurdy, Evansville, Ind., president; L. A. Daus vice-president, and C. H. Battin secretary-treasurer; these are subsidiary companies and later will organize holding company to construct bridge across Ohio River above Evansville, Ind., to cost from \$1,500,000 to \$2,000,000; plans for structure are being prepared.

Miss., Jackson.—City voted issuance of \$5000 of bonds for bridges and storm sewers; A. C. Crowder, Mayor. (See "Bond and Street Improvements.")

Mo., University City, P. O. St. Louis.—City voted \$25,000 bond issue for public buildings and approaches to bridge over River Des Peres. (See "Municipal Buildings.")

N. C., Sylva.—Board of Commissioners of Jackson County, H. R. Queen, chairman, Webster, N. C., will let contract March 7 for construction of steel bridge; 40 feet long in one span. (See "Machinery Wanted.")

Okl., Nowata.—Nowata county \$100,000 bond issue for bridge construction. Address County Commissioners.

Okl., Vinita.—Osage Western Railway, E. J. Noonan, chief engineer, will construct bridge across Arkansas and Verdigris rivers.

Tenn., Chattanooga.—E. E. Betts, engineer Chickamauga and Chattanooga National Park Commission, is preparing plans for bridge across Chattanooga Creek on Hooker Rd.; steel, single-span structure; bids will be opened February 23. (See "Machinery Wanted.")

Tex., Denison.—Missouri, Oklahoma & Gulf Railway, J. J. Harrison, chief engineer, Calvin, Okla., will, it is reported, construct bridge across Red River at Carpenter's Bluff; structure is to connect with macadamized road to be built from Denison to Carpenter's Bluff.

Tex., Byers.—Frank M. White, secretary Commercial Club, may be addressed relative to construction of combined railroad and wagon toll bridge across Red River; Waurika, Okla.; Wichita Falls, Petrolia and Byers, Tex., are interested; cost \$200,000; correspondence with bridge builders desired. (See "Machinery Wanted.")

Tex., Laredo.—National Railways of Mexico, D. P. Bennett, vice-president, 25 Broad St., New York, secured right of way for proposed bridge across Rio Grande; construction to begin within a few months; old bridge may be razed. (Previously noted awaiting action by U. S. Congress before proceeding with plans for \$200,000 steel structure.)

Tex., Roby.—Estacado & Gulf Railway awarded contract to B. F. Leonard, Bowle, Tex., to construct bridges on last four miles of road into Roby; work will soon begin on bridge across Clear Fork of Brazos River.

Va., Covington.—Alleghany County Commissioners are considering issuance of \$40,000 of bonds for construction of bridges.

W. Va., Anthony.—Miller-Crozier Lumber Co. will construct 240-span wire suspension bridge across Greenbrier River. (See "Lumber-Manufacturing Plants.")

W. Va., Summers County.—Grant P. Hall, Charleston, W. Va., and associates propose to construct bridge across Greenbrier River. (See "Hotels.")

CANNING AND PACKING PLANTS

Md., Ridgely.—Saulsbury Bros. will establish pea-packing plant.

Okla., Sapulpa.—Big Four Packing Co., Shawnee, Okla., incorporated with \$1,000,000 capital stock by M. B. Wells of Shawnee; Clarence Davis, Sapulpa; W. M. Wain and J. S. Stonecipher of Salem, Ill., and W. S. Matthews, Long View, Miss.

CLAYWORKING PLANTS

Ark., Fort Smith.—Vittrified Brick.—Coffeyville (Kans.) Brick Co. purchased plant of Fort Smith Vittrified Brick Co.; will install new equipment, drying tunnels and kilns and double capacity of plant.

Ga., Atlanta.—Brick.—Chattahoochee Brick Co., James W. English, president, 701 Fourth National Bank Bldg., contemplates installation of conveyor system for transporting clay from west side of Chattahoochee River to plant on east side of river, about eight miles from Atlanta. (See "Machinery Wanted.")

Ga., Columbus.—Sewer Pipe, Brick, etc.—Morris-Small Company (recently noted incorporated under "Miscellaneous Manufacturing

Plants," Macon, Ga.) will erect 60x100-foot main building of mill construction; also machinery building, boiler-rooms, kilns, etc.; construction commenced; will manufacture sewer pipe, railroad culvert pipe, tile, fire-brick, etc.; machinery ordered; W. Mercer Morris, president; H. B. Small, vice-president and treasurer; J. E. Minter, manager.

Ky., Mayfield.—Brick.—Standard Brick Co. incorporated with \$10,000 capital stock by O. S. Waggoner, X. B. Wickersham and G. R. Allen.

N. C., Thomasville.—Bricks.—Company organized with H. V. Ragan president, E. Kennedy secretary-treasurer, J. C. Goode superintendent, leased five acres of clay land and will establish plant with capacity of 20,000 bricks daily; machinery purchased.

W. Va., Charleston.—Brick.—West Virginia Clay Products Co., W. E. Caldwell, president, Louisville, Ky. (recently noted to establish plant at Charleston), will expend from \$40,000 to \$60,000 on plant; plans, etc., by company's architect and engineer; will manufacture high-grade face brick and fire brick; plant to be located about 800 feet from clay beds at start; gravity system of machinery, probably telephage or wire-rope cable and buckets, about 250 feet fall in 1900.

COAL MINES AND COKE OVENS

Ala., New Decatur.—Humphrey Coal Co. incorporated with \$2000 capital stock; D. P. Humphrey, president and treasurer; G. L. Bowles, secretary.

Ala., Tuscaloosa.—Mobile Portland Cement & Coal Co., Van Antwerp Bldg., Mobile, Ala., plans development of 10,000 acres coal land above Tuscaloosa on Warrior River, a tributary of Tombigbee River; intends barging coal down both rivers and load direct into vessels at Mobile and New Orleans. (See "Concrete and Cement Plants.")

Ky., Elys.—W. T. Murray, Chattanooga, Tenn., purchased property of Ingles-Jellison Coal Co., and will reopen mines.

Ky., Pike County.—Huntington Coal Co., Huntington, W. Va., incorporated with \$25,000 capital stock; S. H. Bowman, president; G. P. Fought, vice-president; H. S. Byren, secretary; F. P. Swan, treasurer; has acquired 17,000 acreage in Pike county; will not operate.

Okla., McAlester.—Victoria Coal Co. increased capital stock from \$75,000 to \$100,000.

W. Va., Barnum.—Dr. Z. T. Kalbaugh, Piedmont, W. Va., and W. A. Liller, Keyser, W. Va., purchased 5000 acres of coal lands for \$25,450.

W. Va.—Preston County Coal Co. contemplates erection of coal bins of 2000 tons capacity; engineers, Hartley & Gerchow, Morgantown, W. Va.

W. Va., Weston.—Braxton Coal & Coke Co. incorporated with \$10,000 capital stock by Louis Bennett, Birk Stathers, J. Scott Vendevort, Hunter M. Bennett, all of Weston, and Charles F. Boyers, Morgantown, W. Va.

CONCRETE AND CEMENT PLANTS

Ala., Birmingham.—Concrete Blocks.—Hydraulic Press Stone Co. purchased Birmingham Sand Lime Brick Co. plant from Fisher Hydraulic Machinery Co. of Baltimore, Md.; will manufacture concrete blocks; capital stock \$50,000; directors, J. S. Jamison, Roid, R. Zell, J. B. Stagg and others.

Ala., St. Stephens.—Mobile Portland Cement & Coal Co. is having plans and specifications prepared for plant; will erect buildings and install machinery for daily output of 3000 barrels Portland cement; layout of structures provides for doubling capacity in future; has contracted for machinery, and all except two mills will be driven by electricity; those two exceptions will be rope driven from line shaft; intends to begin operating few preliminary grinding mills and two kilns, and store clinker while balance of plant is being built; plans shipping clinker by barge to New Orleans and grinding there for New Orleans trade; R. H. Gentry, secretary; O. Gerlach, engineer in charge; main office, Van Antwerp Bldg., Mobile, Ala. (Previously reported organized, etc.)

Ga., Cuthbert.—Mr. Granger and associates, Arlington, Ga., will, it is reported, construct cement-tile factory.

La., New Orleans.—Gulf States Structural Concrete Co. organized to establish plant for manufacturing building material of reinforced concrete, such as roofing, flooring, etc.

COTTON COMPRESSES AND GINS

La., New Orleans.—Samuel W. Weis, 817 Gravier St., and S. Joseph A. Airey plan organization of \$2,000,000 corporation to build cotton compresses and comprehensive warehouse system. (See "Warehouses.")

S. C., Epworth.—Epworth Ginning Co. incorporated with \$4000 capital stock.

Tex., Mt. Pleasant.—S. F. McCauley & Son will erect cotton gin to replace recently-burned gin of Farmers' Union Gin Co.; will install new machinery; cost \$5000.

COTTONSEED-OIL MILLS

Ga., Marshallville.—S. H. Humph will not establish cottonseed oil mill as recently stated.

N. C., Charlotte.—Procter & Gamble Company, Cincinnati, Ohio, will establish cottonseed-oil mill.

S. C., Chester.—T. B. Gibson, McCall, S. C., will, it is reported, establish cotton-oil mill.

S. C., Loris.—Horry Cotton Oil Co. incorporated with \$40,000 capital stock by J. V. Bryant, P. C. Prince, D. J. Butler and others.

Tex., Waco.—Brazos Valley Cotton Oil Co. incorporated with \$100,000 capital stock by T. T. Davis, V. V. Damon, both of Waco; R. C. Clark and W. D. Kyser, both of Marlin, Tex.; will establish cotton oil mill; capacity 80 tons; will erect three buildings 120 feet long; main building of brick.

Tex., Waco.—J. T. Davis and V. V. Damon are interested in establishment of \$25,000 cotton-oil mill.

DRAINAGE AND IRRIGATION SYSTEMS

Fla., Manalapa.—Atwood Grapefruit Co. awarded contract to J. P. Campbell, 222 East Bay St., Jacksonville, Fla., for installation of irrigating plant on 23-acre grove; Hagan gasoline engine and Goulds two-stage centrifugal pump included; cost \$20,000.

La., Abbeville.—United Irrigation Co., owners of Lichtenstein & Heehinger Canal and Abbeville Canal, has installed excavating machine near Mulvey and will raise and enlarge canal and also construct canal to connect two systems.

N. C., Wilmington.—Lyon Swamp Drainage Co. is preparing to begin construction of proposed canal for draining Lyon Swamp district of Pender and Bladen counties; canal to be 10 feet wide at bottom, 22 feet at top and from 6 to 7 feet deep; excavated dirt will be used for constructing road; canal to extend from Lyon landing on Black River to about two miles above Centerville, in Bladen county, distance of 16 to 18 miles; estimated cost, \$70,000.

ELECTRIC-LIGHT AND POWER PLANTS

Ala., Bay Minette.—Hampton D. Ewing has, it is reported, submitted proposition to erect electric-light plant costing \$10,000.

Ala., Russellville.—George C. Thornton, president Russellville Manufacturing & Development Co., and associates will erect building for electric-light plant recently noted; all machinery on hand.

Ark., McGehee.—City awarded contract to T. Q. Woodward, Pine Bluff, Ark., to construct electric-light and water plants costing \$25,000.

Fla., St. Petersburg.—R. E. Ludwig and associates, Sarasota, Fla., petitioned city for franchise to construct electric-light and power system.

Ga., Lavonia.—General Electric Co., Southern office, Empire Bldg., Atlanta, Ga., was awarded contract for generator for city lighting plant recently noted; installation by other parties. (Incorrectly noted in recent item.)

Ga., Oliver.—Oliver Electric Power Co. incorporated with capital stock of \$30,000 by O. H. Morris of Oliver, George H. Miller of Savannah, Ga., and D. G. Zeigler, Mutual Life Bldg., Jacksonville, Fla.

Ga., Senola.—Senola Electric Light & Power Co. incorporated to construct electric-light plant; W. B. Baggary, president; H. L. Ware, vice-president; H. P. Redwine, secretary-treasurer. (Recently mentioned.)

Ky., Highbridge.—L. B. Herington, president of Madison Electric Power Co., J. H. Dean, W. S. Moberly and T. L. Fitch, all of

Richmond, Ky., contemplate Dix River water-power development mentioned last month; have engaged Sanderson & Porter, 52 William St., New York, as engineers in charge; will probably develop 6000 horse-power at start and increase to 10,000; will organize either Central Kentucky Power Co. or Commonwealth Hydro-Electric Co. of Kentucky to construct and operate plant.

Md., Smithville.—Smithville Electric Light Co., Harry Gordon, manager, contemplates rebuilding plant and installing crude-oil engine and 60-cycle machines; also construction of transmission line to Edgerton, Mo.

Mo., Ozark.—Water Power Light Co., S. E. Ironson, manager, is considering increasing capacity of plant.

Mo., Slater.—City is having plans prepared by Burns & McDonnell, Scarritt Bldg., Kansas City, Mo., for reconstruction of electric-light and water-works plants. (Recently mentioned.)

N. C., Greensboro.—City will vote March 29 on issuance of \$125,000 of bonds for constructing and equipping electric-light and power plant. Address The Mayor.

Okla., El Reno.—Canadian Mill & Elevator Co., J. W. Maney, president, main offices, El Reno, will install complete power plant, with 200-kilowatt street-railway generator to be operated by 250-horse-power simple engine now owned by company; power-plant equipment to include Corliss engine of 350 horse-power, two 175-horse-power boilers, surface condenser, cooling tower, etc.

Okla., Ralston.—City will open bids February 7 for construction of electric-light plant and water-works; M. A. Earl & Co., Muskogee, Okla., are engineers; T. E. Bryant, City Clerk. (See "Water-Works.")

S. C., Columbia.—Mutual Construction Co. incorporated with capital stock of \$250,000 by J. P. Matthews, John L. Minnaugh and Allen Jones; to develop water-powers and contract for constructing water-power-electric plants.

S. C., Dillon.—City is offering 20-year franchise for electric-light plant and water-works; population 3500; W. L. Bethen, E. R. Hamer and C. L. Wheeler, committee.

S. C., Greenville.—Hydro-Electric Power Co. will be incorporated by W. W. Smith and J. J. McSwain, both of Greenville, and S. J. Sullivan, Princeton, S. C.

S. C., Greenville.—Southern Power Co., W. S. Lee, Jr., chief engineer, Charlotte, N. C., will build emergency power plant, as reported lately; will generate electricity by steam-power and use plant as emergency station for company's water-power-electric transmission at Greenville; 15,000 to 20,000 horse-power; boilers, electrical machinery, etc., have been ordered; cost of plant, \$300,000.

Tenn., Lonsdale, Station R., Knoxville.—City is considering, it is reported, construction of electric-lighting system. Address The Mayor.

Tex., Bryan.—Shaw & Fountain, engineers, Houston, Tex., will prepare plans and specifications for electric-light and water plant.

Tex., Canadian.—A. L. Conrad, engineer, is interested in construction of electric-light plant.

Tenn., Caryville.—Red Ash Coal Co., C. M. Moore, president, will install alternating-current machine plant; approximate cost, \$18,000; order for electric equipment placed with General Electric Co. of Schenectady, N. Y.

Tex., Crockett.—Crockett Ice, Electric & Power Co. incorporated with \$10,000 capital stock by W. A. Morris, C. K. Edmiston, A. R. French and H. H. Powers.

Tex., Elgin.—K. F. Leggett, Livingston, Tex., is considering, it is reported, construction of electric-light plant.

Tex., Elgin.—Thomas L. Deisch, Helena, Ark., secured 25-year franchise and will organize Elgin Light & Power Co. to construct \$14,000 electric-light plant.

Tex., Handley.—Northern Texas Traction Co. will, it is reported, expend about \$200,000 in enlargement of power-house.

Tex., Plainview.—Malone Light & Ice Co. incorporated with \$30,000 capital stock by R. C. Malone, Charles A. Malone and R. M. Malone.

Tex., San Marcos.—San Marcos Utilities Co. will, it is reported, install water-wheel in plant for developing water-power of San Marcos River.

Tex., Martindale.—A. H. Smith will, it is reported, install water-wheel to develop water-power of San Marcos River.

Tex., San Marcos.—Cape & Motherall will, it is reported, install water-wheel in plant to utilize water-power of San Marcos River.

Va., Christiansburg.—Christiansburg Elec-

trical Co. incorporated with \$50,000 capital stock; J. L. Vaughan, president, Shawsville, Va.; E. S. Hagan, vice-president; A. A. Phlegar, Jr., treasurer, and H. J. Phlegar, secretary, all of Christiansburg.

Va., Waynesboro.—Riverside Light & Power Co. incorporated with \$25,000 capital stock; William A. Pratt, president and manager; E. D. Weaver, secretary; purchased South River Electric Light & Power Co.'s plant; will enlarge by installing 200-horse-power Corliss or turbine engine with direct drive to new 200-kilowatt electric dynamo.

Va., Williamsburg.—City will arrange to secure improved lighting facilities; E. W. Warburton, Mayor.

W. Va., Charles Town.—Town Council awarded contract at \$250 per year to Charles Town Light & Power Co. to light streets for three years; 62 incandescent and 37 arc lights.

FERTILIZER FACTORIES

Ala., Foley.—Foley Fertilizer Co. incorporated with \$300 capital stock by J. M. Kyser, president, Albertsville, Ala.; H. M. Vanderputte, vice-president and treasurer; A. L. James, secretary and manager, both of Foley; will erect building and equip for fertilizer factory.

Ala., Montgomery.—Commercial Fertilizer Co. incorporated with \$40,000 capital stock by W. A. Gayle, W. M. Marks and Charles D. Tallman.

Ga., Crawford.—Crawford Guano Co., J. A. Roland, president, recently noted organized with \$10,000 capital stock, will establish fertilizer plant; buildings erected; machinery purchased.

Ga., Cuthbert.—Southern Cotton Oil Co., 24 Broad St., New York, will rebuild fertilizer factory reported burned; loss \$20,000.

Tenn., Blountville.—J. W. Long, Will Wood and James Booher will establish plant to manufacture raw lime for fertilizer purposes; purchased and will install machinery for grinding limestone rock to consistency of flour.

FLOUR, FEED AND MEAL MILLS

Mo., Louisiana.—Louisiana Milling Co. incorporated with \$18,000 capital stock by Ollie P. Benning, H. L. Langerhans and W. J. Garner.

Mo., Springfield.—Republic Flour Mill Co. incorporated with \$100,000 capital stock by W. W. Cooper, L. S. Mayer and A. R. Baldwin.

Mo., St. Louis.—Glosemeyer Flour Co. incorporated with \$25,000 capital stock by Frank X. Hiemenz, Vincent H. Glosemeyer and A. B. Wallrapp.

Okla., Blanchard.—Blanchard Mill & Elevator Co. incorporated with \$10,000 capital stock by J. E. Williams, Charles S. Vincent and G. E. Curry.

Tenn., Blountville.—Barrow-Scott Milling Co. incorporated with \$40,000 capital stock by W. H. Barrow, W. E. Bailey, J. M. Scott and others.

Va., Cumberland.—Cumberland Mills (Alan McTae and others) will manufacture feed and grind meal. (See "Machinery Wanted.")

FOUNDRY AND MACHINE PLANTS

Ala., Birmingham.—Locomotives, etc.—Birmingham Rail & Locomotive Co. will soon award contracts for proposed plant; will erect shop 120x140 feet; locomotive building, 140x70 feet; transfer table, 170x70 feet, and electric drop-plt, 45 feet long; steel frames; corrugated slides and roof; concrete foundation; construction to permit of further increase in units; will install five-ton electric crane; machinery will be electrically driven; electricity generated in plant; machinery mostly purchased. (Plant previously noted.)

Ala., Anniston.—Foundry.—Interstate Roofing Co. will probably enlarge plant and double capacity.

Ala., Anniston.—Lee Foundry Co., J. B. Lee, president, will rebuild cupola, foundry building and pattern shop reported burned; loss \$10,000.

Ala., Talladega.—Foundry, etc.—Talladega Foundry & Machine Co. will not rebuild plant recently burned; has leased shops; will make specialty of overhauling and rebuilding locomotives. (See "Machinery Wanted.")

Fla., Cromanton.—Machine Shop.—A. Payne Thompson and J. B. Atkinson will establish machine shop.

Ky., Earlington.—Coal-mining Machinery, etc.—Earlington Machine Works (recently reported incorporated with \$10,000 capital stock) will manufacture coal-mining machinery, screens, cages, etc.; will erect 50x100-foot building of ordinary construction; Andrew

Hogg, president; C. A. Hanna, secretary-treasurer.

Mo., St. Louis.—Foundry.—J. C. Kupferle Foundry Co. will erect foundry building; 80x280 feet; three stories; 25,000 square feet space; will increase capacity about one-third; cost of building, \$100,000; cost of foundation, \$8000. (Recently mentioned.)

N. C., Wake Forest.—Plows, etc.—Dunn Plow Co. incorporated with \$25,000 capital stock by W. B. Dunn, J. G. Dunn, W. C. Brewer and others.

Okla., Oklahoma City.—Machinery.—New Machine Co. incorporated with \$35,000 capital stock by William Mackintosh and N. O. Fleming.

Tex., Goliad.—Machine Shop.—J. W. Walton will erect machine and repair shop; 36x28 feet.

GAS AND OIL DEVELOPMENTS

La., Lake Arthur.—Lake Arthur Oil Co. incorporated with \$50,000 capital stock; V. A. Miller, president; James T. McGarry, first vice-president; W. F. Ney, second vice-president; Alcibiades Broussard, secretary-manager; C. C. Rybicki, treasurer.

Okla., Claremore.—Pryor Creek-Choteau Gas Co. incorporated with \$50,000 capital stock by George W. Eaton, B. H. Hester and George A. Schmitt.

Okla., Muskogee.—Western & Southern Oil & Gas Co. incorporated with \$10,000 capital stock by Rex G. Carpenter, Edward W. Burdick and Bernard F. Martin, Jr.

Okla., Pryor Creek.—Company organized with \$50,000 capital stock by G. A. Schmidt, B. H. Hester, George W. Eaton, all of Claremore, Okla.; will furnish Pryor Creek and Choteau, Okla., with natural gas obtained from Caney River; will tap main pipe to Claremore near Inola and run five-inch line across level prairie to Pryor Creek with "Y" to Choteau.

Okla., South Coffeyville.—David Etchen has 25-year franchise to furnish city with natural gas.

Okla., Tulsa.—Amallen Oil Co. incorporated with \$30,000 capital stock by F. L. Hughes, Houston, Tex.; W. M. Buck, A. B. Crum, both of Tulsa.

Tex., Dallas.—Dallas Gas Co. will erect two gas-regulating stations to reduce pressure on intermediate line from 50 pounds to eight ounces to connect with present low-pressure pipes; concrete, in pit below surface with steel and concrete top and two manholes; one station 8 feet 4 inches by 8 feet 8 inches in the clear; the other 12x18 feet, with 8-inch wall.

W. Va., Chester.—Freedom Oil & Gas Co. will construct 32-mile pipe line from Gilmer county to Doddridge county.

ICE AND COLD-STORAGE PLANTS

Ark., Monticello.—J. C. Harbison, St. Louis, Mo., contemplates, it is reported, establishment of cold-storage plant for eggs and dressed poultry.

Ga., Red Oaks.—T. G. Roberts placed order with York Manufacturing Co., York, Pa., for six-ton ice plant.

Ga., Savannah.—Savannah Stock Yard & Abattoir Co., incorporated by S. Friedman and S. Rich, will establish refrigerating plant. (See "Miscellaneous Enterprises.")

Ky., Paducah.—Paducah Brewing Co. placed order with York Manufacturing Co., York, Pa., for proposed 150-ton high-pressure side 40-ton freezing and 50-ton distilling system.

La., New Orleans.—Swift & Co., main office, Chicago, Ill., will erect proposed cold-storage plant; brick and concrete; cost \$89,000.

La., New Orleans.—Audubon Ice Manufacturing Co. (recently noted incorporated by L. P. Hakenjos and others) placed order with York Manufacturing Co., York, Pa., for 50-ton ice plant.

Md., Baltimore.—Swift & Co., main office Chicago, Ill., is receiving bids for proposed cold-storage plant and warehouse at Howard and Pratt Sts.; two stories and basement; fireproof; 90x150 feet; steam and concrete; local branch 400-404 South Eutaw St. (Recently mentioned.)

Mo., Republic.—Wade & McCoy will install one-ton refrigerating plant; placed order with York Manufacturing Co., York, Pa.

Mo., St. Louis.—Polar Wave Ice & Fuel Co. placed order with York Manufacturing Co., York, Pa., for proposed 35-ton high-pressure side system for Broadway Ave. plant.

N. C., Newbern.—People's Ice Co., J. J. Wolfenden, president, placed order with York Manufacturing Co., York, Pa., for 20-ton ice plant recently noted to be installed.

S. C., Conway.—Conway Ice Co. (recently reported incorporated with \$3000 capital stock) will manufacture ice; will erect addition to present building; ordinary mill construction; size and cost not determined; will purchase ice plant from North Carolina Ice Machinery Co., Charlotte, N. C.; cost \$2800; three to six tons of ice daily capacity; W. H. Howell, president; P. H. Brungly, vice-president; H. R. Buck, secretary.

Tex., Bellville.—Bellville Promoting Co. (previously noted organized by C. F. Helmut and others to establish ice plant) placed order with Vilter Manufacturing Co., Milwaukee, Wis., for 40-ton refrigerating plant and 15-ton ice tank.

Tex., Canadian.—A. L. Conrad, engineer, is interested in establishment of ice plant.

Tex., Center Point.—James Crotty will establish two-ton ice plant; machinery purchased; will drill artesian well.

Tex., Crockett.—Crockett Ice, Electric & Power Co. incorporated with \$10,000 capital stock by W. A. Morris, C. L. Edmiston, A. R. French and H. H. Powers.

Tex., Edna.—Edna Ice & Light Co. placed order with York Mfg. Co., York, Pa., for five-ton ice plant.

Tex., Kenedy.—W. B. Jones & Co. will install proposed 10-ton ice plant; order placed with York Manufacturing Co., York, Pa.

Tex., Plainview.—Malone Light & Ice Co. incorporated with \$30,000 capital stock by R. C. Malone, Charles A. Malone and R. M. Malone.

Tex., Port Arthur.—Port Arthur Water Co. placed order with Vilter Manufacturing Co., Milwaukee, Wis., for 100-ton refrigerating machine and connections.

Tex., Teague.—N. B. Robinson, Mexia, Tex., will establish ice factory.

Tex., Teague.—Central Texas Ice and Bottling Works placed order with York Manufacturing Co., York, Pa., for 25-ton ice plant.

IRON AND STEEL PLANTS

Ga., Atlanta.—Atlanta Steel Co. will install two steam turbines at cost of \$75,000 in plant at Brookwood; these are to replace 10 engines with aggregate of 1200 horse-power, and will be operated by exhaust of two steam engines already installed with capacity of 1500 to 2000 horse-power each.

Mo., St. Louis.—Scullin-Gallagher Iron & Steel Co. increased capital stock from \$750,000 to \$1,500,000.

LAND DEVELOPMENTS

Ala., Birmingham.—Jefferson Highland Land Co. incorporated by Israel Piskens, L. T. Piskens and W. H. Woolverton.

Fla., Jacksonville.—Fishweir Park Co. incorporated with \$50,000 capital stock by M. V. Raley, H. H. Davis and T. B. Hamby.

Fla., Lake County.—J. B. Pierce, Elizabethtown, Ky., purchased 16,000 acres of land in Lake county for colonization.

Ky., Hopkinsville.—Middle South Development Co. will be incorporated with capital stock of \$50,000 by Frank G. Hoge and associates.

La., Shreveport.—P. L. Jacobs Land Co. incorporated with \$66,000 capital stock; W. T. Crawford, president; W. E. Hamilton, vice-president; W. S. Penick, Jr., secretary-treasurer.

Miss., Hattiesburg.—Southern Real Estate & Investment Co. incorporated with \$30,000 capital stock by O. C. Rodgers, T. R. Rodgers, Frank L. Sutton and others.

Mo., Blodgett.—B. F. Marshall Land & Investment Co. incorporated with \$1,000,000 capital stock by B. F. Marshall, Benjamin Gratz, L. F. Jones and others.

N. C., Charlotte.—Mecklenburg Realty Co. incorporated with \$40,000 capital stock by W. S. Lee, W. H. Wood, Paul Chatham and Paul Laxton.

S. C., Florence.—Stevenson Farm Co. incorporated with \$25,000 capital stock by John Willcox and R. Lee Brunson.

S. C., Georgetown.—Georgetown Development Co. will develop 5500 acres of land; awarded contract to R. Ernest Beatty of Beatty & Beatty, Georgetown, for survey; will construct drains, clear land of timber and develop for small farms.

Tenn., Cleveland.—College Park Land Co. incorporated with \$10,000 capital stock by B. H. Taber, T. L. Rogers, J. E. Mayfield and others.

Tex., Canadian.—Canadian Valley Development Co. incorporated with \$10,000 capital stock by J. H. Chowning, J. A. Peterson and S. L. McDonald.

Tex., Houston.—Galveston-Houston Inter-urban Land Co. is planning to develop 7000

acres of land in Galveston county; will construct shell boulevard 60 feet wide; later set 3000 acres in fig and orange trees; R. Morrill in charge of orchard department.

Tex., San Antonio.—George C. Saur purchased for development 103 acres of land; will subdivide into 10-acre tracts and make other improvements.

Tex., Tulla.—Tulla Development Co. incorporated with \$5000 capital stock by J. M. Simpson, C. K. Shelton, E. D. Smith and others.

Tex., Wilson County.—Willenbrock Bros., San Antonio, Tex., purchased 10,000 acres of land and will subdivide into tracts for colonization.

LUMBER-MANUFACTURING PLANTS

Ala., Cunningham.—Mobile-Jackson Lumber Co., Jackson, Ala. (formerly McIntyre Lumber Co.) will rebuild plant recently reported burned under Jackson, Ala.; will erect \$15,000 building; ordinary construction; days' labor; capacity about 60,000 feet lumber daily; W. W. Cleveland, Mobile, Ala., president; R. A. Cleveland, Glenwood, Wis., vice-president; E. D. Flynn, Mobile, Ala., treasurer; Jas. McIntyre, Jackson, manager.

Ala., Mobile.—Dauphin Lumber Co. increased capital stock from \$25,000 to \$75,000.

Ala., Montgomery.—Pine Plume Lumber Co., First National Bank Bldg., incorporated with \$10,000 capital stock by W. S. Hollister, Count R. Boyd and D. L. Whetstone; will conduct wholesale business at present; contemplates manufacturing later.

Ark., Charleston.—Minden Lumber Co. purchased site 200x180 feet and will establish lumber yard; will erect store building; two stories; stone.

Ark., Stuttgart.—Henry Wrape Stave Co., Paragould, Ark., purchased and will develop 225 acres of timber land near Stuttgart.

Fla., Pine Barren.—Hicks-Raeger Lumber Co. incorporated with \$25,000 capital stock by Eldo Hicks of Pine Barren, William T. Reager and Carney Hicks of Pensacola, Fla., and others.

Ga., Atlanta.—Phenix Planing Mills Co. will erect plant; cost \$30,000.

Ga., Jackson.—Butts Lumber Co. incorporated with \$10,000 capital stock; J. S. Carter, president; W. G. Barnes, vice-president; B. F. Watkins, Jr., secretary; W. M. Settle, treasurer; J. T. Worthem, general manager; will erect buildings and establish lumber plant and manufacture sash, doors, blinds, etc.

Md., Port Deposit.—Rowland Manufacturing Co. will rebuild plant damaged by flood.

Mo., Independence.—O. J. Raymond Lumber Co. incorporated with \$25,000 capital stock by O. J. Raymond, Geneva Raymond and Charles R. Harding.

Mo., St. Louis.—Schulz Lumber Co. incorporated with \$20,000 capital stock by W. C. Schulz, Beach, N. D.; R. C. Biddle, B. H. Lowe, St. Louis, and others.

N. C., Columbus County.—Joseph R. Ross, Charlotte, N. C., to organize company with \$250,000 capital stock to develop 40,000 acres of timber land in Columbus county.

North Carolina.—Louis Carr and Joseph Keys, Bluefield, W. Va., purchased 14,000 acres of timber land on Pamlico Sound in North and South Carolina and will cut, together with 12,000 acres previously purchased.

N. C., Marshville.—G. M. Tucker, Charles Long and Curtis Long, Monroe, N. C., purchased engine, boiler, planing machine and sawmill, and will establish lumber plant.

N. C., Statesville.—Statesville Lumber Co. incorporated with \$100,000 capital stock by A. R. Sherrill, W. E. Selby, both of Statesville; W. C. Alexander, Charlotte, N. C., and others.

S. C., Cartersville.—Cartersville Lumber Co. incorporated with \$35,000 capital stock.

Tenn., Memphis.—Gibson & Whittaker will establish hardwood lumber mill.

Tenn., Memphis.—J. E. Munal & Son will establish hardwood lumber mill.

Tenn., Memphis.—American Lumber Co. incorporated with \$50,000 capital stock by J. Lindsay Wells, L. H. Johnson, W. H. Lee and others.

Va., Fredericksburg.—J. W. Masters purchased 1000 acres of timber land in Spottsylvania County and will cut railroad ties.

Va., Norfolk.—Brenda Lumber Co. incorporated with \$25,000 capital stock; J. L. Dunnell, president; A. A. Wendel, vice-president; Robert McLean, secretary. (Name of company incorrect in recent notice.)

W. Va., Anthony.—Miller-Crozier Lumber Co., Huntington, W. Va. (recently noted under

Ronceverte to have purchased 2000 acres of timber land), will install 40-horse-power circular mill; will build seven miles 36-inch gauge railroad, company store, boarding-house and 15 dwellings; will construct 240 feet span across Greenbrier River; mill at Anthony; daily capacity 20,000 feet of lumber; offalls will be manufactured into chair stock and slack barrel cooperage; sawmill machinery purchased; building contracts let.

W. Va., Swiss.—Flynn Lumber Co. increased capital stock from \$100,000 to \$300,000.

METAL-WORKING PLANTS

Ga., Rome.—Iron Pipe.—Rome Soil Pipe Manufacturing Co. will be organized with J. L. Bass, president; O. N. Richardson, secretary-general manager, High Point, N. C.; will establish plant for manufacturing iron soil pipes.

La., New Orleans.—Tinware.—Saal & Blum Tinware Co. will probably rebuild on larger scale tinware plant reported burned at loss of \$60,000; manufactures stamped and piece goods.

Okla., Oklahoma City.—Steel Fences, etc.—Oklahoma Fence & Reinforced Concrete Co. will be incorporated by Charles H. Holt and W. E. W. Hayes to establish plant for manufacturing steel fences.

MINING

Ala., Citico (not a postoffice).—Iron.—Hammond-McDuffie Mining Co., recently reported incorporated, will develop 300 acres; daily output 100 tons of iron; J. W. Hammond, president and treasurer; R. W. Crane, secretary; N. H. McDuffie, manager, all of Gadsden, Ala.

Ala., Dora.—Mining.—Goodwyn Mining & Mercantile Co. incorporated with \$250,000 capital stock by P. O. Goodwyn, M. Aaron and J. P. Goodwyn.

Ala., Gadsden.—Iron and Steel.—Southern Iron & Steel Co., W. H. Hasinger, president, Birmingham, Ala., leased for six months, with option to purchase for \$50,000, Crudup Iron Ore Co.'s mines on 207 acres of land and will begin operations at once.

Ark., Hardy.—Zinc.—Francis Zinc Co. organized with \$250,000 capital stock by C. L. Kennard, John Reeves, J. W. Kennard of Jonesboro, Ark., and others; will develop zinc mines near Hardy.

Ky., Lexington.—Stone.—Lexington Crushed Stone Co. incorporated with Cullen Crews president, Ed Lenahan vice-president, T. V. Forman secretary-treasurer.

Ky., Waverly.—Waverly Coal Co. will probably be name of company to be organized with W. T. Drury president, to operate mining property recently acquired; 3715 acres; present daily capacity, about 600 tons; machinery will be installed; also tipples. Address W. T. Drury, Morgantown, Ky. (See "Machinery Wanted.")

Mo., Carthage.—Stone.—Sinclair Stone Co. incorporated with \$50,000 capital stock by Alexander Sinclair, Thomas Clawrey and C. B. Taylor.

Mo., Joplin.—Lead and Zinc.—Beth Mining Co. will open bids March 1 for concentrating plant recently noted to be established; 130 acres to be developed; Chas. F. Noble, president and manager, 411 Moffett Ave., to be addressed. (See "Machinery Wanted.")

Mo., Joplin.—Lead and Zinc.—Sara Mining Co. incorporated with \$18,000 capital stock by Dan G. King, Mercer Arnold, both of Joplin, and W. F. Quigley, Tipton, Mo.

Mo., Joplin.—Lead and Zinc.—St. Louis-Joplin Lead & Zinc Co., 1097 Wright Bldg., St. Louis, and Cunningham Bldg., Joplin (recently reported incorporated with \$250,000 capital stock), will lease on royalty basis John Jackson 400-acre tract; T. J. Franks, president; L. P. Cunningham, vice president; R. F. Campbell, manager.

Mo., Joplin.—Lead and Zinc.—Hale Mining Co. incorporated with \$25,000 capital stock by Dave Gilmore, George T. Fletcher and G. H. Playter.

Mo., Joplin.—Lead and Zinc.—Muskingum Lead & Zinc Co. incorporated with \$100,000 capital stock by J. C. Squires, M. C. Burlingame, C. H. Nixon and others.

Mo., Joplin.—Lead and Zinc.—W. F. Courtad and associates purchased 250-ton mill and will install on their lease at Davey.

Mo., Joplin.—Lead and Zinc.—Falls City Lead & Zinc Co., W. S. Pate, manager, will install 300-ton plant on land of Old Times Lead & Zinc Co. and continue development.

Mo., Kansas City.—Lead and Zinc.—Braxton Mining Co. incorporated with \$40,000 capital stock by D. G. Lewis, A. A. Rogers, John W. Woolridge and others.

N. C., Louisville.—Copper and Gold.—Thos. J. Dolan, Philadelphia, Pa., and associates

have, it is reported, purchased Portis mine and will develop for copper and gold; rumors state purchase price was \$250,000 and that \$500,000 will be expended for new machinery.

N. C., Warren Plains.—Granite.—J. T. Wyatt will develop granite deposits on 500 acres land; proposed daily output, 1 to 10 carloads.

Okla., Muskogee.—Muskogee Mining & Milling Co. incorporated with \$10,000 capital stock by Franklin Miller, E. C. Allard, C. H. Eberle and W. T. Wisdown.

Tenn., Nashville.—Phosphate.—McKennon Phosphate Co. incorporated with \$10,000 capital stock by G. N. McKennon, Sr., G. N. McKennon, Jr., J. S. Pilcher and others.

Tex., Matagorda.—Sulphur.—Gulf Sulphur Co. (previously reported organized, etc., with \$250,000 capital stock) will complete first pumping well by March 1; now drawing plans for machinery and other equipment; Hugo Spitzer is in charge. Address correspondence to company's main office, J. M. Allen, general manager, Laclede Bldg., St. Louis, Mo.

MISCELLANEOUS CONSTRUCTION WORK

Tex., Austin.—Dam.—A. B. Potter, M. M. Sturges and T. W. Holland, all of Scranton, Pa., submitted plans and form of contract to dam committee of Austin Business League for rebuilding Austin dam and powerhouse; agree to furnish 1000 minimum horse-power within two years from date of signing contract; city is to pay \$30,000 semi-annually for 30 years.

Tex., Caldwell.—Levee.—Burleson County Improvement District awarded contract to Roach & Stansell, Memphis, Tenn., for construction of levee embankment, etc., recently mentioned; contract includes 75 acres clearing, 30 acres grubbing, 100 acres sodding, 1,000,000 cubic yards earthwork and 30,000 feet bridging lumber.

Tex., Caldwell.—Levee.—Levee Commissioners for Drainage District No. 1 awarded contract at \$176,305 to Roach & Stansell, Memphis, Tenn., for construction of 25 miles of levee embankment and small amount of drainage ditch. (Recently mentioned.)

Tex., Galveston.—Piers.—Chicago, Rock Island & Gulf Railway, H. U. Mudge, president, Chicago, Ill., contemplates constructing docks and piers on its 1500 feet of water frontage; plans for docks have been submitted to engineers; understood that company proposes to construct two large piers and that work of bulkheading and filling in site will be begun during summer; present plans contemplate having piers completed by winter of 1911; reported that actual improvement of water terminals will involve expenditure of \$1,500,000. Dredging of harbor channel westward, to include this property, was recommended by Government engineers' department, and rivers and harbor bill will probably include appropriation for this work.

Tex., Galveston.—Pier.—Bettison Fishing Pier Co., W. J. Chapman, president, will expend \$5000 to erect pier recently mentioned; 60x100 feet; ordinary construction; gasoline arc lights; construction by company. (See "Machinery Wanted.")

Va., Roanoke.—Tunnels, etc.—Norfolk & Western Railroad, C. S. Churchill, chief engineer, will include construction of four tunnels between Vivian and Huger, W. Va., in connection with double-tracking and other improvements; tunnels probably 1200, 1500 and 1800 feet long.

MISCELLANEOUS ENTERPRISES

Ala., Birmingham.—Plumbing, Heating, etc. Barbour Plumbing & Heating Co. incorporated with \$25,000 capital stock by Ben F. Barbour, B. C. Rickman, J. A. Selman and others.

Ala., Dothan.—Cotton.—Alabama Cotton Co. incorporated with \$10,000 capital stock by E. C. Porter, B. W. Porter and W. E. Porter.

Ark., Walcott.—Supplies.—Farmers' Supply Co. incorporated with \$5000 capital stock by W. G. Ryan, W. T. Crowley, J. E. Bowlin and others.

Ark., Stuttgart.—Rice Cultivation.—Fairfield Farm Co. incorporated with \$75,000 capital stock; Lee T. Gobble, president; W. G. Ross, secretary-treasurer; R. D. Hunt, assistant secretary-treasurer.

Fla., Jacksonville.—Automobiles.—Miller Automobile Co. incorporated with \$5000 capital stock by Francis C. Miller, T. Walter Wooten and David C. Miller.

Fla., St. Augustine.—Towing, etc.—Southern Towing & Lighterage Co. incorporated

with \$10,000 capital stock; Charles C. Ely, president and treasurer; R. S. Ely, vice-president; E. L. Ely, secretary.

Ga., Atlanta.—Garage.—John W. Grant will erect two garages; three stories; 50x100 feet and 100x100 feet; cost \$15,000 and \$30,000.

Ga., Columbus.—Drayage.—Gardiner-Doughtle Company incorporated with \$18,000 capital stock by M. Harris Gardiner and Frank F. Doughtle.

Ga., Macon.—Abattoir.—A. B. Moore proposes establishment of abattoir.

Ga., Savannah.—Abattoir and Stockyards.—Savannah Stockyard & Abattoir Co. incorporated with \$25,000 capital stock by S. Friedman and S. Dich; will establish abattoir, stockyards and refrigerating plant; machinery purchased; will erect buildings.

Ky., Louisville.—Contracting.—Jacob Stengel Company incorporated with \$5000 capital stock by Urban J. Stengel and Charles Stengel.

Ky., Louisville.—Printing, Binding, etc.—Business Printing Co. increased capital stock from \$5000 to \$10,000 and will add binding department.

La., Franklin.—Planting.—Alma Planting Co. incorporated with \$12,000 capital stock; Miss Jeanne Rode, president; Mrs. F. C. Rode, vice-president; G. E. Wosclair, secretary-treasurer.

La., Mansfield.—Pecan Cultivation.—Clear Lake Pecan Co. incorporated with \$100,000 capital stock by D. A. Stone, S. B. Stone and J. C. Yarbrough and others.

Md., Baltimore.—Amusement Park.—Luna Park Amusement Co., 435 Equitable Bldg., in planning development of Shipley property at West Baltimore St. and Garrison Ave. for amusement park; plans call for auditorium, bandstand, rest sheds, powerhouse, 10 automobile sheds, carousel and various other amusement devices; reported to cost \$50,000.

Md., Baltimore.—Printing.—Rural Distributing Co. incorporated with \$120,000 capital stock by Stewart M. Daniel, W. H. Grains and John B. Levy, The Walbert, Charles St. and Lafayette Ave.

Miss., Meridian.—Hardware.—Meridian Hardware Co. incorporated with \$10,000 capital stock by C. P. Renfro and W. P. Welch.

Mo., Kansas City.—Printing.—W. R. Nelson will erect \$400,000 brick building for occupancy of Kansas City Star, August T. Seated, manager; three-story structure; 120x245 feet; construction by day's labor; plans by Jarvis Hunt, 1407 Monadnock Bldg., Chicago, Ill.; S. E. Shafer, 18th and McGee Sts., construction engineer, Kansas City.

Mo., Mexico.—Publishing.—Useful Poultry Journal Publishing Co. incorporated with \$3000 capital stock by J. H. Swindler, W. H. Turner and V. O. Hobbs.

Mo., St. Louis.—Asphalt, Fireproofing, etc. St. Louis Asphalt Co. incorporated with George E. Cory, S. E. Sheahorn, John H. Halliday and others.

Mo., St. Louis.—Tudor Dwellings Co., 817 Chestnut St. (recently noted incorporated with \$25,000 capital stock), will erect 30 apartments; cost \$200,000; plans by Barnett, Haynes & Barnett, Frisco Bldg., St. Louis.

N. C., Durham.—Publishing.—Durham Daily Sun Publishing Co., recently reported incorporated with \$10,000 capital stock, organized with J. S. Carr, president; G. C. Farthing, vice-president; Luther B. Markham, secretary; M. E. Newsome, Jr., treasurer; J. A. Robinson, editor; will take over, enlarge and improve Daily Sun; will secure building and equip for publication.

N. C., Warrenton.—Automobiles.—Warrenton Automobile Co. incorporated with \$10,000 capital stock by T. D. Peck, F. A. Macon, A. T. Macon and J. W. White.

Okla., Alva.—Hardware and Implements.—Carter-McCafferty Hardware & Implement Co. incorporated with \$20,000 capital stock by George D. Carter, Walter McCafferty and Henry F. Noble.

Okla., Apache.—Hardware and Implements. J. T. Wells Hardware & Implement Co. incorporated with \$10,000 capital stock by J. T. Wells, R. Mitchell and J. A. Wells.

Okla., Elk City.—Hardware.—Wilson Hardware Co. incorporated with \$5000 capital stock by John L. Wilson, R. E. Wilson and H. W. Wilson.

Okla., Elk City.—Implements.—Van Auken-Ulmer Implement Co. incorporated with \$500 capital stock by Joe Van Auken, D. M. Van Auken and Charles Ulmer.

Okla., Lawton.—Garage.—R. T. McDuffie will erect garage; 50x140 feet; brick.

Okla., Muskogee.—Hardware.—D. R. Thomas Hardware Co. incorporated with \$15,000 capital stock by D. R. Thomas, Alice Thomas, W. G. McKee and S. W. Crane.

Okl., Oklahoma City.—Oklahoma Fuel & Material Co. incorporated with \$10,000 capital stock by H. E. Elder, Claude Nowlin and Joseph Amerman.

Okl., Oklahoma City.—Building Materials. Contractors' Material Co., 308 Security Bldg., incorporated with \$10,000 capital stock by R. P. Fordham, Frank Hoopes and Howard Graves; will deal in building material and act as Southwestern representatives for manufacturers. (See "Machinery Wanted.")

Okl., Tulsa.—Garage.—F. E. Glenn will erect garage; 60x150 feet; one story; cement floors; cost \$9,000.

S. C., Columbia.—Construction.—Mutual Construction Co. incorporated with capital stock of \$250,000 by J. P. Matthews and others. (See "Electric-Light and Power Plants.")

S. C., Orangeburg.—Supplies.—Edisto Supply Co. incorporated by J. D. S. Fairley, W. W. Graham and L. H. Fairley.

Tenn., Alton.—Publishing.—Grundy Publishing Co. incorporated with \$5000 capital stock by Martin Marugg, Rufe F. Chrisman, John Scruggs and others.

Tenn., Memphis.—Garage.—Robert York will expend \$7500 to erect garage, contract recently noted awarded to F. C. Story, Memphis; 40x160-foot brick and steel structure, with concrete foundation; Blomberg Automobile Co., lessee. (See "Machinery Wanted.")

Tenn., Memphis.—Gravel, etc.—De Soto Gravel Co. incorporated with \$50,000 capital stock by D. T. Russell, A. A. Gillespie, B. F. Alford and others.

Tenn., Nashville.—Publishing.—Baptist Publishing Co. incorporated with \$5000 capital stock by W. A. Mullene, C. P. Bostick, Jas. R. Stephens and others.

Tex., Dallas.—George D. Allen of St. Louis, Mo., now registered at Hotel Southland, Dallas, is completing plans for building model city to be known as Dalworth; contemplates improving land for building sites, providing electric-light system, constructing roads and sewers, erecting heating and power plant, etc.; reports state he will expend \$100,000 during next twelve months.

Tex., Dalhart.—Construction.—Panhandle Construction Co. incorporated with \$10,000 capital stock by Fred L. Bryant, W. D. Garwood and S. H. Madden.

Tex., Fort Worth.—Supply and Construction.—Lone Star Supply & Construction Co. incorporated by Lee Rumsey, P. H. Hamilton and Roy B. Burnett.

Tex., Fort Worth.—Grain.—Sweet-Skiles Grain Co. incorporated with \$10,000 capital stock by W. L. Sweet, F. W. Skiles and E. T. Sweet.

Tex., Houston.—Publishing.—Record Publishing Co. incorporated with \$40,000 capital stock by Jules Hirsch, W. L. Gardien and N. C. Abbott.

Tex., La Porte.—Bay Ridge Corporation incorporated with \$9000 capital stock by H. F. Ring, E. W. Taylor and O. C. Drew.

Tex., Navasota.—Laundry.—P. K. Lott will expend \$2000 to erect building recently noted; 50x75 feet; mill construction; will install laundry machinery; cost \$2500; machinery bids opened February 1.

Va., Appomattox.—Hardware, etc.—Appomattox Hardware Co. incorporated with \$15,000 capital stock; C. B. Hancock, president, Bluefield, W. Va.; W. M. Hancock, vice-president; A. R. Harwood, secretary-treasurer, both of Appomattox.

Va., Norfolk.—Copper Smelting.—Virginia Smelting Co. incorporated with \$2,000,000 capital stock to continue copper-smelting plant of Eustis Smelting Works; smelting copper mined in Cuba, Canada and United States; W. E. C. Eustis, president; A. H. Eustis, vice-president; F. A. Eustis, secretary-treasurer; E. H. Hamilton, manager; building proposals closed; improvements include 30,000-gallon tank, storage bins, pump-house, pipe line, extension of tracks, trestle, etc.; also water jackets for blast furnaces; cost probably \$40,000.

Va., Norfolk.—Laundry.—W. W. Skinner, Jr., will establish Royal Laundry at 147 College Pl.

Va., Petersburg.—Seeds and Supplies.—Grossman Seed & Supply Co. incorporated with \$50,000 capital stock; C. F. Grossman, president; G. C. Burgess, vice-president; W. S. Ivey, secretary-treasurer.

Va., Richmond.—Contracting.—John T. Wilson Company incorporated with \$100,000 capital stock; John T. Wilson, president; Sam Ver Veer, vice-president; Edward Ryland, secretary-treasurer.

Va., Richmond.—Printing.—Harding Press incorporated with \$100,000 capital stock; E. L. Pell, president; E. N. Newman, secretary-treasurer.

W. Va., Summers County.—Grant P. Hall and others, Charleston, W. Va., recently noted to purchase Pence Springs and make improvements, plan to construct bridge across Greenbrier River, establish bottling plant, erect hotel to accommodate 500 or 600 people, and subdivide portion of property into cottage sites.

MISCELLANEOUS MANUFACTURING PLANTS

Ala., Birmingham.—Coal Washers.—Montgomery Coal Washer Co., 1450 Brown-Marx Bldg. (recently reported incorporated with \$30,000 capital stock), will establish plant to manufacture coal washing and general mine machinery; will erect building later; J. A. Montgomery, president; John G. Cooke, secretary-treasurer. (See "Machinery Wanted.")

Ark., Marianna.—Drugs.—P. R. Turner Drug Co. incorporated with \$30,000 capital stock by P. R. Turner, R. L. Mixon, W. S. McClintock, J. R. Simmons and D. S. Clark.

Fla., Jacksonville.—Ships.—St. Johns River Shipbuilding Co. incorporated with \$10,000 capital stock by O. P. Woodcock, O. W. Robinson and J. W. Robinson.

Fla., Jacksonville.—Gas Plant.—Jacksonville Gas Co. is proceeding with erection of proposed gas plant to replace present structure; maximum capacity 3,000,000 cubic feet of gas daily; estimated cost \$250,000.

Fla., Jacksonville.—Boats.—Arrow Boat Co. organized with \$100,000 capital stock; L. Clark, president; J. McIver Owens, secretary; will establish plant for manufacturing naphtha launches and motor speed boats; offices Duval Bldg.; will erect building.

Fla., Pensacola.—Sauces.—Mr. Duffell, proprietor of Red Snapper Sauce Co., Memphis, Tenn., contemplates establishment of plant for manufacturing sauces.

Ga., Atlanta.—Bottling.—Dr. Chas. F. Benson and Carter Langston have not yet selected architect to prepare plans for building to be occupied by Benscot Lithia Spring Co. recently noted; mill construction; steam heat; electric lighting; plans not definite.

Ga., Columbus.—Candy.—Birmingham (Ala.) Candy Co. will, it is reported, establish branch plant.

Ga., Macon.—Burlap Bags and Collar Pads. Macon Bag & Manufacturing Co. will probably be incorporated by J. H. Ivey to manufacture burlap bags for fertilizers and oil-mill products; also horse-collar pads. (See "Machinery Wanted.")

Ky., Lexington.—Electric Batteries, etc.—Chemical Electric Co. incorporated by Thos. P. Prather, Charles Land, J. Embry Allen and others.

Ky., Louisville.—Perfumes, etc.—Turner, Wood & Co. organized with \$25,000 capital stock to manufacture perfumes and toilet requisites; David A. Keller, president; O. T. Turner, treasurer; L. L. Wood, secretary.

Ky., Louisville.—Ink.—Safink Company incorporated with \$30,000 capital stock by J. Floyd Day, J. P. Martine, J. J. Douglas and Walter I. Kohn.

Ky., Paducah.—Brewing.—Paducah Brewing Co. (recently noted to erect addition to plant) has awarded contract for ice and carbonating machinery, etc. (See "Ice and Cold-Storage Plants.")

La., Lake Providence.—Brooms.—Albert Vought will enlarge and remodel broom factory.

La., New Orleans.—Cotton Pickers.—Farnsworth Cotton Picker Co. organized with \$5,000,000 capital stock; W. W. Farnsworth, president; J. L. Dantzer, vice-president; to manufacture cotton pickers.

La., New Orleans.—Candy.—Jacobs Candy Co. has plans by Emile Weil, New Orleans, for candy factory (previously mentioned); two stories; 55x150 feet; white-enameled brick front.

Md., Baltimore.—Brooms.—Atlantic Broom Co., 502 Law Bldg., purchased site, 204x319 feet, at Toone and 2d Sts., Canton, and will erect broom factory.

Md., Baltimore.—Drugs, etc.—Henry S. Wampole Company, 18 South Howard St., leased building at St. Peter and Barre Sts.; will make repairs and equip for plant.

Md., Hyattstown.—Distillery.—Lichtenstein Company, Cumberland Md., purchased Levi Price's distillery near Hyattstown; will erect fireproof warehouse and double capacity.

Miss., Greenwood.—Ice Cream.—C. E. Wright will establish cream factory.

Mo., St. Louis.—Burglar Alarms.—International Burglar Alarm Co. incorporated with \$100,000 capital stock by Garrett Brown, John G. Ayars, Clair S. Dyas and others.

Mo., St. Louis.—Lime and Cement.—Inde-

pendent Lime & Cement Co. incorporated with \$30,000 capital stock by Lloyd F. Crouch, Francis Campbell, O. B. Clayman and others.

Mo., St. Louis.—Drugs, etc.—Kabama Pharmacal Co. incorporated with \$30,000 capital stock by W. H. Merrill, A. C. Wiedemeyer and S. W. Wells.

Mo., St. Louis.—Rubber Roofing.—Mutual Rubber Roofing Co. incorporated by Gustav Richter, W. T. Jones and P. Reinhardt.

Mo., St. Louis.—Distillery.—Jack Daniel Distilling Co. incorporated with \$25,000 capital stock by S. W. Fordyce, Thos. W. White, Robert J. Kirkwood and others.

Mo., St. Louis.—Gas Appliance.—Vanzandt Gas Appliance Co. incorporated with \$24,000 capital stock by John C. Cremer, Edwin G. Vanzandt, B. H. Lowe and others.

N. C., Burlington.—Paper Boxes.—Keystone Finishing Mills will install machinery for daily output of 3000 paper boxes for hosiery. (See "Textile Mills.")

N. C., Charlotte.—Tannery.—Charlotte Tanning Co. will double capacity of plant.

N. C., High Point.—Gas Plant.—Arthur Medwedoff, Charlotte, N. C., contemplates erection of gas plant.

Okl., Frederick.—Automobiles.—Dixie Motor Car Co., P. O. Drawer 518, recently reported incorporated with \$250,000 capital stock, will establish plant to manufacture five and seven passenger cars; four models; will make specialty of "Dixie Flyer;" will erect two-story concrete building, 100x240 feet in size; contract awarded to Lindley Construction Co.; construction commenced; machinery bids to be opened February 10; plant to be in operation in about four months; R. C. Benner, president and manager; C. M. Fuller, vice-president; W. E. Taylor, secretary; T. H. Lindley, treasurer. (See "Machinery Wanted.")

Okl., Muskogee.—Glass Factory.—Muskogee Ornamental Glass Works, 329 E. Broadway, is name of company recently noted organized by Paul E. Balfay, to manufacture mirrors, bevel plate, metallic and leaded glass; will install plate-glass leveling wheels and motor; F. A. Cole, president; Paul E. Balfay, secretary and manager; L. E. Aldrich, vice-president and treasurer. (See "Machinery Wanted.")

Tenn., Bristol.—Neckwear.—David Poolock will be manager of neckwear factory to be established.

Tenn., Chattanooga.—Brooms.—Chattanooga Broom & Produce Co. incorporated with \$10,000 capital stock to take over Chattanooga Broom & Produce Co.; J. E. Johnson, president; R. E. King, vice-president; G. C. Brown, secretary; E. M. Johnson, treasurer.

Tenn., Memphis.—Cider, Vinegar, etc.—Bluff City Manufacturing Co. incorporated with \$25,000 capital stock by G. Algers, Michael Therry, James E. Coan and others.

Tenn., Memphis.—Snuff.—American Snuff Co., main office, New York, awarded contract for proposed factory addition; three stories; reinforced concrete; cost \$30,000.

Tenn., Memphis.—Confectionery.—Buff City Manufacturing Co. incorporated with \$25,000 capital stock by G. Algers, Michael Pherry, James Coan and others.

Tenn., Nashville.—Incinerators.—McCall Incinerator Co. incorporated with \$500,000 capital stock by Abraham M. Tillman, J. C. R. McCall, J. H. McCall and others; will erect factory and foundry building and equip for manufacturing patented incinerator invented by James H. McCall, Huntingdon, Tenn.; initial capacity, 50 incinerators daily.

Tenn., Nashville.—Candy, etc.—Huggins Candy Co. incorporated with \$10,000 capital stock by Lewis Huggins, James Ogilvie, A. P. Mays and others.

Tenn., Nashville.—Tennessee Packing Co. purchased Cassey Oil Works and will expend \$50,000 for improvements; manufacture soaps and by-products of cottonseed.

Tex., Aransas Pass.—Gas Plant.—Frank D. Moses, Trenton, N. J., is arranging to establish gas plant.

Tex., Brady.—Creamery.—Brady Creamery Co. incorporated with \$5000 capital stock by J. C. Wall, W. D. Crothers, W. H. Dial and John Plummer.

Tex., Brenham.—Creamery.—Brenham Creamery Co. purchased building and awarded contract to Alex. Griffin, Brenham, for remodeling for creamery; will install new equipment.

Tex., Fort Worth.—Candy.—King Candy Co. is reported, awarded contract to Buchanan & Gilder, Hoxie Bldg., Fort Worth, for erection of four-story reinforced-concrete building; steel contract let to Southern States Steel Co., 1411 Praetorian Bldg., Dallas, Tex.; contracts for brick, roofing, sprinkling system, etc., not yet let.

Tex., Houston.—Nut Locks.—Garner Nut Locks Co., Box 692, will operate plant with capacity of 10,000 nut locks daily; W. R. Garner, president; J. R. Cheek, vice-president; W. L. Van Liew, secretary-treasurer; J. H. Conlan, manager.

Tex., Hempstead.—Creamery.—A. J. Feagin will establish creamery.

Tex., Orange.—Gas Plant.—Frank D. Moses, Trenton, N. J., contemplates, it is reported, establishment of gas plant.

Tex., Orange.—Oil Refinery.—Webster Refining Co., Jennings, La., will, it is reported, establish oil refinery; initial capacity 400 barrels crude oil daily.

Tex., San Antonio.—Hamilton Manufacturing Co. incorporated with \$5000 capital stock by J. B. Hamilton, M. L. Means and E. J. McCormick.

Tex., Schulenburg.—Harrows.—Johan Christian Baumgarten contemplates manufacture of patented harrow. (See "Machinery Wanted.")

Tex., Taylor.—Coffee-roasting Plant.—Valley Grocery Co. increased capital stock from \$100,000 to \$150,000; purchased coffee-roasting plant, machinery, stock, etc., of T. W. Marse & Co.; will erect two-story brick and stone structure and equip with newly-acquired plant and continue operations; will purchase new machinery and equipment.

Va., Livingston.—N. T. McManaway is interested in establishment of vinegar-making plant; capital stock \$8000; will purchase and install machinery. (See "Machinery Wanted.")

W. Va., Clarksburg.—Glass.—Hazel Atlas Glass Co., main office, Wheeling, W. Va., will expend \$150,000 for improvements to plant; mold and warehouse departments now in course of construction; will erect six-pot addition and increase capacity 50 per cent.

W. Va., Huntington.—Oil-well Supplies.—Locke Manufacturing Co. incorporated with \$50,000 capital stock by Fred G. Leidecker, M. V. Hollingsworth, M. A. Sims and others.

W. Va., Sewell.—Bottling.—New River Bottling Co. incorporated with \$5000 capital stock by Charles A. Middelburg and Katharyn Middelburg of Sewell, B. E. Bare and Ben Koontz, Fayetteville, W. Va.

W. Va., Morgantown.—Automobiles.—Central Automobile Co. incorporated with \$10,000 capital stock by Benjamin M. Chaplin, Russell Huston, J. L. Smith and others.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Ga., Valdosta.—Georgia Southern & Florida Railway, Wm. C. Shaw, Jr., chief engineer, Macon, Ga., will erect repair shop recently noted; plans not ready for announcement; small outfit; buildings, tracks and property to cost \$30,000.

Okl., Vinita.—Osage Western Railway, E. J. Noonan, chief engineer, will construct roundhouse at Vinita and another at Enid, Okla.

Tex., Galveston.—Galveston, Houston & Henderson Railroad Co., H. R. Cooper, chief engineer, Galveston, will open proposals March 1 for erection of building recently mentioned; single-story reinforced concrete shop; 200x50 feet; foundations on piles driven in quicksand.

Tex., Glidden.—Southern Pacific Railway awarded contract to James Stewart & Co. of Houston and Chicago, Ill., to construct roundhouse.

Va., Roanoke.—Norfolk & Western Railway, C. S. Churchill, chief engineer, is proceeding with proposed installation of machinery in machine works, aggregating \$200,000; equipment includes reamers, cylinders, drills, lathes, turners, shavers, etc.

ROAD AND STREET IMPROVEMENTS

Ala., Birmingham.—City opened bids February 2 for certain grading, combined curb and gutter, sidewalk and asphalt blind-macadam paving; also for construction of certain sewers; Maury Nicholson, City Engineer.

Ala., Gadsden.—Graves-Matthews Paving Co., First National Bank Bldg., Birmingham, Ala., has contract for paving around new Federal building.

Ala., Mobile.—City will construct 300 square yards cement sidewalk in and around Washington Square and on St. Francis, St. Michael and Conti Sts., etc.; bids to be opened February 9; Wright Smith, chief engineer. (See "Machinery Wanted.")

Ga., Atlanta.—City will open bids February 7 for furnishing and setting curbing, laying sidewalks and constructing such sewers as

may be ordered during 1910; R. M. Clayton, City Engineer. (See "Machinery Wanted.")

Ga., Cordele.—City awarded contract at about \$15,000 for laying 52,000 linear feet of stone curbing on main residence streets; work has begun on improvements to streets in residence district estimated to cost \$10,000. Address The Mayor.

La., Harrisonburg.—Police Jury of Catahoula Parish invites bids for improving 25 miles of road to Florence, to Manifest and to Bayou Bushley.

Md., Mt. Washington.—Bids will be opened February 17 for grading and macadamizing road between Mt. Washington and Brooklandville, known as Falls Rd., Section 2; distance, 3.29 miles; E. Stanton Bosley, secretary Highways Commission, Towson, Md. (See "Machinery Wanted.")

Miss., Jackson.—City voted issuance of \$25,000 of bonds for municipal improvements, including \$38,000 for paving, \$5000 for sidewalks, \$85,000 for water-works improvements, \$5000 for storm sewers and bridges, \$10,000 for extending sanitary sewer system, \$20,000 for repairs to school building, \$8000 for remodeling city hall, and \$6000 for Third Ward Fire Station; A. C. Crowder, mayor.

N. C., Goldsboro.—City awarded contract to Atlantic Bitulithic Co., Mutual Bldg., Richmond, Va., to pave streets at cost of \$100,000.

N. C., Hendersonville.—City awarded contract to Bryson & Hamilton, Box 322, Hendersonville, to construct cement sidewalks; this work, with grading and sidewalk contracts, previously awarded same contractors, will complete about 25 miles cement walk; S. J. Justice, engineer in charge.

Okla., Tulsa.—E. B. Cline, City Auditor, opened bids February 1 for paving about 88 blocks, aggregating 8345 square yards; estimated cost \$200,000; D. C. Fenstermaker, City Engineer. (Recently mentioned.)

Tex., Amarillo.—City voted bond issue for street paving. Address The Mayor.

Tex., Austin.—City will vote in March on issuance of \$100,000 of bonds for street improvements. Address The Mayor. (Mentioned in November.)

Tex., Beeville.—City will improve streets. Address The Mayor.

Tex., Dallas.—City awarded contract to Texas Bitulithic Co. of Dallas, at \$2.30 per square yard for paving and 65 cents per linear foot, for combination curb and gutter on Cedar Springs and Highland Sts., Oak Lawn; improvements will also include storm sewers, bridge work, etc., making total expenditure about \$175,000; J. B. Winslett, City Secretary. (Recently mentioned.)

Tex., Dallas.—City Commission approved specifications for paving East Side Ave. and Austin St.; J. B. Winslett, City Secretary, invites bids until February 11. (See "Machinery Wanted.")

Tex., Fort Worth.—Northern Texas Traction Co. will, it is reported, expend about \$400,000 in paving during 1910, as ordered by City Commission.

Tex., Galveston.—Kelso & Vaustrim of Galveston are lowest bidders for paving 25th St. with vitrified brick; total estimated cost \$23,537.56; A. T. Dickey, City Engineer. (Recently mentioned.)

Va., Norfolk.—Finance committee recommended issuance of \$150,000 of bonds for improving streets in Sixth and Seventh wards; W. T. Brooke, City Engineer.

SEWER CONSTRUCTION

Ala., Birmingham.—City contemplates awarding contract during the summer for construction of storm sewers costing \$300,000; Maury Nicholson, City Engineer.

Ala., Montgomery.—City awarded contract at \$9,076.50 to James Hogson of Montgomery to construct 5000 feet of sewer on O'Connell and Thurman Sts.; Gaston Hunter, Mayor.

Ga., Savannah.—City has instructed J. W. Howard, City Engineer, to prepare plans for extension of house drainage system; estimated cost \$350,000. (Lately mentioned.)

Miss., Belzoni.—City will probably open bids about March 1 for construction of four or five miles sewers recently noted; cost \$25,000; Walter G. Kirkpatrick, Jackson, Miss., engineer in charge of work; W. L. Toney, Mayor.

Miss., Jackson.—City voted issuance of \$10,000 for extending sanitary sewer system and \$5000 for storm sewers and bridges; A. C. Crowder, Mayor. (See "Road and Street Improvements.")

Mo., Centralia.—City voted \$20,000 bond issue for construction of sewer system. Address The Mayor.

Mo., Kansas City.—Board of Public Works adopted resolution for construction of sani-

tary sewer along Brush Creek; estimated cost, \$100,000.

Okla., Oklahoma City.—H. B. Derr lowest bidder at \$28,000 for construction of sanitary lateral sewer in Central Park and Rossman Additions, and at \$6800 for sanitary lateral sewer in Putnam Heights Addition; Hunter & Hunter, at \$859, for sanitary lateral sewer in Geo & Weesner's Addition; Bob Parman, City Clerk. (Recently mentioned.)

Okla., Weatherford.—City awarded contract to Marshall Bros., Las Animas, Col., to construct sewers; cost, \$32,000.

S. C., Charleston.—Gull & Co., Chattanooga, Tenn., have contract at \$25,000 and \$81,000 for construction of sewers in two sections of city—contract "A," three miles of pipe sewers (18-inch to 24-inch diameter), with appurtenances, and such 6-inch house connections as ordered; contract "B," 8½ miles of pipe sewers (18-inch to 8-inch diameter), with appurtenances, and such 6-inch house connections as ordered; J. H. Dingle, City Engineer. (Recently mentioned.)

Tex., Austin.—City will vote in March on issuance of \$150,000 of sewer bonds. Address The Mayor. (Noted in November.)

Tex., El Paso.—City postponed date of opening bids from February 3, as recently stated, to March 3 for construction of refuse incinerating and sewage pumping station, force main and sewage disposal works, exclusive of furnaces, pumps and machinery; Hering & Fuller, 170 Broadway, New York, are consulting engineers; Percy McGhee, City Clerk. (Full particulars recently stated.)

Tex., El Paso.—City postponed date of opening bids from February 3, as lately stated, to March 3 for furnishing labor and material for construction of refuse incinerator, steel stack and sewage pumping station equipment with appurtenances; Hering & Fuller, 170 Broadway, New York, are consulting engineers; Percy McGhee, City Clerk. (Full details recently noted.)

Va., Williamsburg.—City is considering construction of sewerage system; E. W. Warburton, Mayor.

TELEPHONE SYSTEMS

Ga., Ruckersville, R. F. D. from Elberton.—Southern Bell Telephone & Telegraph Co., main office, Atlanta, Ga., will establish telephone system between Ruckersville and Elberton.

Md., Port Deposit.—Diamond State Telephone Co., controlled by Southern Bell Telephone & Telegraph Co., Atlanta, Ga., will rebuild system damaged by flood.

Miss., McHenry.—Cumberland Telephone & Telegraph Co., Leland Hume, general manager, Nashville, Tenn., contemplates establishment of telephone exchange.

N. C., Tyner.—Chowan Telephone Co. incorporated with \$10,000 capital stock by J. R. Parker, Tyner, and T. C. White, Edenton, N. C.

Tenn., Barristown.—Barristown Home Telephone Co. incorporated by J. P. Warren, W. F. Carville, C. T. Masters and others.

Tenn., Johnson City.—Cumberland Telephone Co., Leland Hume, general manager, Nashville, Tenn., has franchise to establish telephone system.

Tex., Dallas.—Southwestern Telegraph & Telephone Co. has not selected architect to prepare plans for exchange building recently noted; eight stories; 95x95 feet; fireproof construction; cost \$230,000.

Va., Retreat.—Mutual Telephone Co. incorporated with \$5000 capital stock; L. A. Bowman, president, Callaway, Va.; O. B. Jamison, vice-president; Boone Mill, Va.; T. F. Montgomery, secretary, Wirtz, Va.

TEXTILE MILLS

Ga., Dallas—Hosiery.—Euharlee Hosiery Mill incorporated with capital stock of \$10,000 by W. A. Foster and W. E. Spinks.

Ga., Monticello.—J. L. Benton, M. R. Sears and associates will form \$300,000 company to build cotton mill.

N. C., Burlington.—Hosiery Finishing, etc.—Keystone Finishing Mills incorporated with authorized capital stock of \$125,000 by J. H. Tate, 324 North Main St., High Point, N. C.; John M. Cook and J. W. Murray of Burlington; will erect 60x120-foot building and install machinery for daily finishing 2000 dozen pairs hose, manufacturing 3000 paper boxes, manufacturing wood cases, printing, etc. (Lately reported to be organized, etc.)

N. C., Gastonia.—Cotton Yarns.—Flint Manufacturing Co. increased capital stock from \$150,000 to \$200,000; now has 5500 ring spindles.

N. C., High Point.—W. P. Pickett, M. F. Pickett, J. W. Harris, J. Elwood Cox and

others plan organization of \$150,000 cotton-mill company.

N. C., Rockingham.—Cotton Yarns.—Ledbetter Manufacturing Co. plans erection of addition and installation of looms; also plans raising power dam from 15 to 27 feet; now has 2736 ring spindles.

N. C., Rockingham.—Cotton Yarns.—Hannah Pickett Mills will build addition 100x250 feet and equip with looms; now has 10,000 ring spindles.

N. C., Spring Hope.—G. W. Joyner and associates will hold meeting this week to formulate plan for organizing cotton-mill company mentioned in November.

N. C., Winston-Salem.—Gray Goods.—Inverness Mills Co. (lately reported incorporated, etc., with \$200,000 capital) has organized with H. G. Chatham president, John L. Gilmer vice-president and Lawrence McFae secretary-treasurer; latter in charge; building will probably have about 40,000 square feet of floor space; 10,000 spindles, 300 looms, etc., driven by electricity.

Okla., Lawton.—Cotton Cloth.—E. L. Shuford Manufacturing Co. has plans and specifications for several buildings; main building two stories high; 79x406 feet, with basement and elevated glass section for lighting center of upper story; engine-room, 40x53 feet, and boiler-room, 40x42 feet; will install initial equipment of 10,000 spindles, 340 looms, etc.; J. E. Sirrine, Greenville, S. C., is engineer in charge; E. L. Shuford, Hickory, N. C., is principal officer. (Previously reported incorporated, etc.)

S. C., Wellford.—Counterpanes.—Wellford Manufacturing Co. (lately reported incorporated with \$40,000 capital stock) plans to buy Jordan Manufacturing Co. weaving mill and install spindles; W. M. Jones, incorporator, 46 South Liberty St., Spartanburg, S. C.

WATER-WORKS

Ala., Birmingham.—City will improve water-works at North Birmingham; Frank P. O'Brien, Mayor.

Ark., McGehee.—City awarded contract to Q. Woodward, Pine Bluff, Ark., to construct water and electric-light plants, costing \$25,000.

Ga., Greenville.—City will construct water-works at cost of \$30,000; contract let to J. B. McCrary & Co., Atlanta, Ga.

Ga., Shellman.—City contemplates expending about \$8000 in improvements, including air lift, fire pump, reservoir and extension of mains; C. P. Payne, superintendent.

Ga., Swainsboro.—City Council arranged with Atlanta (Ga.) company to survey city, make estimate and submit proposition for water-works.

La., Baton Rouge.—Baton Rouge Water Co. will issue \$150,000 of bonds.

Md., Frederick.—City will petition Legislature for authority to issue \$35,000 of bonds for extension of water-works. Address The Mayor.

Miss., Jackson.—City voted issuance of \$85,000 of bonds for water-works improvements; Hamilton Johnson, manager water-works. (See "Road and Street Improvements.")

Mo., Centralia.—City has engaged Burns & McDonnell, Scarritt Bldg., Kansas City, Mo., as engineers in charge of construction of water-works; has voted \$45,000 bond issue; will erect 40x80-foot brick building; 125-foot tower and tank; date of opening bids not decided. Address A. B. Chance, Centralia. (Recently mentioned.)

Mo., Slater.—City is having plans prepared by Burns & McDonnell, Scarritt Bldg., Kansas City, Mo., for reconstruction of water-works and electric-light plant; L. E. Shepherd, superintendent of light and water plant.

Mo., Springfield.—Springfield Water Co. purchased site, it is reported, on which to construct filtration plant; estimated cost \$100,000.

Okla., Coalgate.—City voted \$30,000 bond issue for extension of water-works. Address The Mayor.

Okla., Hennessey.—City, Robert W. Wyllie, chairman Board of Trustees, will expend \$7000 in extension of water mains; work will be contracted. (Bond issue previously noted.)

Okla., Lawton.—City Council instructed Z. M. Selfre, City Engineer, to prepare plans and blueprints for proposed water reservoir and watershed on Medicine Creek.

Okla., Ralston.—City postponed date of opening bids from January 17, as lately stated, to February 7 for construction of water-works and electric-light plant; will include well, building, triplex power pumps, alternating-current generator, oil engine, steel tank and tower, poles, wire, cast-iron

pipe, etc.; \$25,000 bond issue voted; M. A. Earl & Co., Muskogee, Okla., are engineers; T. E. Bryant, City Clerk.

Okla., Weatherford.—City awarded contract to Kerby, Mayfield & Shaw, Lawton, Okla., to construct water-works extension; cost, \$25,000; J. L. O'Hearn, Clinton, Okla., consulting civil engineer; W. K. Cunningham, City Clerk. (Recently mentioned.)

S. C., Dillon.—City is offering 20-year franchise for water-works and electric-light plant; population 3500; W. L. Bethea, E. R. Hamer and C. L. Wheeler, committee.

Tenn., Knoxville.—Knoxville Water Commission instructed E. N. Chisholm, superintendent of construction, to prepare plans for enlargement of sedimentation basin located at filter plant on Reservoir Hill.

Tex., Bryan.—Shaw & Fountain, engineers, Houston, Tex., will prepare plans and specifications for water and electric-light plant.

Tex., Canadian.—A. L. Conrad is interested in construction of water-works.

Tex., Cotulla.—La Salle Water Storage Co. incorporated with \$10,000 capital stock by W. L. Hargus, J. T. Reese, A. D. Riddle and I. C. Snafer.

Tex., Dallas.—City has postponed date of opening bids for construction of foundation for pumping station, building dam, spillway and other appurtenances at White Rock reservoir site from February 16, as lately stated, to February 28; J. B. Winslett, City Secretary. (Further facts given in recent item.)

Tex., Forney.—Forney Water-works Co. incorporated with \$10,000 capital stock by R. P. Pinson, A. F. Duke, Yan-ey McKeller and John M. Lewis.

Tex., Miles.—O'Neil Engineering Co., Dallas, Tex., has begun drilling wells for water-works system, for which \$20,000 bond issue was recently reported voted.

Tex., Pearsall.—City Council granted 25-year franchise for construction of water-works. Address The Mayor.

Tex., Waxahachie.—City will improve water-works; will construct five or six lines; shortest 800 and longest 2800 feet.

Va., Norfolk.—Norfolk County Water-Works Co., W. D. Pender, representative, will expend about \$250,000 in improving water system and extending mains.

Va., Roanoke.—Norfolk & Western Railway, C. S. Churchill, chief engineer, will extend pipe line from North Fork to Vivian, N. C.; water will be pumped from reservoir in Bluestone section and will supply number of new reservoirs of 400,000 gallons capacity to be built at intervals of two miles between two places.

Va., Waynesboro.—City contemplates erection of 100,000-gallon water tank or stand-pipe; reinforced concrete or steel construction. Address J. W. Ellison. (See "Machinery Wanted.")

Va., Williamsburg.—City is considering construction of water-works; E. W. Warburton, Mayor.

W. Va., Wheeling.—Board of Control approved blueprints as revised by J. Richard Kommer, Milwaukee, Wis., city's consulting engineer, changing material to be used in erection of pump-house for water-works from stone to brick; bids will be received until February 14, and will be asked on both superstructure and substructure separately, and on entire work as a whole; substructure will include well about 75 feet deep (in which 20,000,000-gallon pump will be installed, purchased some time ago from Allis-Chalmers Company, Milwaukee, Wis.) and intake pipes leading from river into this well; superstructure will include building and everything above ground; plans and specifications will be on file in office Board of Control. (Recently mentioned.)

WOODWORKING PLANTS

Ala., Opelika.—Collins, Furniture, etc.—H. W. Martin and associates will, it is reported, establish furniture and coffin factory.

Ala., Tuscaloosa.—Cooperage.—Tuscaloosa Cooperage Co. incorporated with \$25,000 capital stock; Charles Miller, president; J. R. Brown, secretary-treasurer; M. R. Horton, vice-president and general manager.

Ark., Heber.—Crates, Handles, etc.—Heber Hardwood Lumber Co. incorporated with \$25,000 capital stock; will establish plant to manufacture wagon, buggy and implement stock, boxes, crates, handles, etc.; R. T. Martin, president; W. B. Baker, vice-president; Mortimer Frauenthal, secretary; H. T. Fix, treasurer.

Fla., Jacksonville.—Cooperage.—Southeastern Cooperage Co. incorporated with \$50,000 capital stock; M. E. Nussbaum, president; John J. Taylor, vice-president; G. J. Scovill, secretary-treasurer.

Fla., Jacksonville.—Furniture.—W. F. Holmes proposes establishment of plant to manufacture furniture, art pieces, etc., from palm wood after it is treated by hardening system invented by Mr. Holmes; company to be called Palmetto Art Furniture Co.; address, Washington and Union Sts.

Ky., Louisville.—Furniture.—Inman-Pierston Company incorporated with \$100,000 capital stock by Charles W. Inman, president; H. B. Whiteside, vice-president; William A. Pierston, secretary-treasurer. Is completing erection of building; 200x110 feet; mill construction; machinery contract let; will manufacture bedroom furniture. (Previously mentioned.)

Ky., Paducah.—Singletrees.—Lack Singletree Co. awarded contract to Katterjohn Construction Co., Paducah, for erection of addition to plant.

Miss., Jackson.—Spokes and Heading.—Hicks Bros. are promoting establishment of spoke and heading factory by Terrell & Yarbrough Company of Indiana; cost \$30,000.

Mo., Conran.—Cooperage.—Conran Cooperage Co. incorporated with \$10,000 capital stock by O. B. Gwynn, L. I. Lafont and J. M. Ryrd.

N. C., Burlington.—Cases.—Keystone Finishing Mills will install machinery for manufacturing hosiery-box cases. (See "Textile Mills.")

N. C., Thomasville.—Furniture.—Johnson Manufacturing Co. incorporated with \$10,000 capital stock by A. H. Ragan and others.

Okla., Muskogee.—Chairs.—Muskogee Chair Co. incorporated with \$25,000 capital stock by J. A. Wilson, Henderson, Ky.; J. M. Givens and J. B. Macoughty, both of Muskogee.

Okla., Oklahoma City.—Slack Barrels, Boxes, etc.—W. T. Letts Box & Cooperage Co., 5th and Jackson Sts., St. Joseph, Mo., will erect new plant at Oklahoma City (not at St. Joseph, as recently noted); reinforced concrete building; 60x100 feet in size; bids for erection to be received at St. Joseph office; to manufacture boxes, shoos and slack barrels.

Okla., Vallant.—Handles, etc.—Vallant Shingle & Handle Co. incorporated with \$12,000 capital stock by S. Wright, R. E. Hays and E. E. Cochran.

S. C., Ruby.—Desks, Bank and Office Furniture.—Ruby Manufacturing Co. (recently reported incorporated with \$10,000 capital stock) will manufacture bank and office furniture; will erect additional building; 26x40 feet; two stories; frame; will erect drykiln 18x20 feet; brick; Carey's roofing for both buildings; machinery mainly purchased; D. H. McGregor, president; H. H. Harrall, vice-president; J. C. Huntley, Jr., secretary and treasurer. (See "Machinery Wanted.")

Tex., Center.—A. L. Oder and I. F. Miller will establish shingle mill.

Tex., Houston.—Wagons.—Frank Eller and others will establish wagon factory; will probably erect building and continue present establishment of Mr. Eller; double machinery equipment; machinery partly purchased.

Tex., Orange.—Boxes.—Orange Box Manufacturing Co. (recently reported incorporated with \$25,000 capital stock) has completed buildings; no further machinery needed; S. J. Smith, president; C. E. Slade, secretary, treasurer and manager.

Va., Altavista.—Boxes, Columns, etc.—Virginia Box & Column Co. incorporated with \$25,000 capital stock; H. L. Lane, president; W. S. Frazier, vice-president; N. D. Hawkins, Jr., secretary-treasurer; C. B. Cocke, superintendent; will erect buildings and equip for manufacturing boxes and columns; machinery ordered; is arranging for temporary use of Frazier Lumber Co.'s drykiln.

W. Va., Keyser.—Baskets.—Cowger & Rush, Keyser, W. Va., contemplate establishment of plant to manufacture peach baskets. (See "Machinery Wanted.")

BURNED

Ala., Anniston.—Lee Foundry Co.'s cupola, foundry, building and pattern shop; loss \$10,000.

Ala., Jackson.—E. D. Flynn's sawmill; loss \$55,000.

Ark., Pine Bluff.—Tedstrom Furniture Co.'s store; loss on building, owned by William and Charles Puddephatt, several thousand dollars.

Ga., Elberton.—Six stores owned by Chas. H. Allen, D. W. King and Mrs. Cann; loss \$10,000.

Ga., Louisville.—Warren Mill Co.'s grist mill; loss \$3000.

Ga., Savannah.—S. S. Jones' overall and

trousers factory; building owned by Minis estate.

La., Jennings.—Riverside Irrigation Co.'s warehouse, pumping plant and flume; loss about \$40,000.

La., New Orleans.—Randall Dugue's residence; loss \$15,000.

La., New Orleans.—Saal & Blum Tinware Co.'s plant; loss \$60,000.

Md., Baltimore.—Eisenhauer-MacLea Company's lumber yard, bounded by Eden St., Eastern, Central and Canton Aves., and office building at 509-511 Central Ave., estimated loss \$165,000; Edwin Bennett Pottery Co.'s pottery at Eden St. and Canton Ave., and packing-room at 508 South Eden St., loss estimated at \$75,000; B. Kegan & Sons' box factory damaged, loss about \$2000.

Md., Baltimore.—Henry D. Mentzel & Co.'s paper warehouse at 107 West German St.; loss about \$18,000; new address, 34 Light St.

Md., Ellicott City.—Maryland Telephone Co.'s exchange building; main office, Lexington & Courtland Sts., Baltimore, Md.; loss several thousand dollars.

Miss., Maben.—West Maben Hotel, owned by W. R. Davis; loss \$3500.

Miss., Merrill.—Logan Lumber Co.'s dry-house and lumber shed; loss \$5000.

Miss., Natchez.—Harold S. Mayers' residence; loss \$10,000.

Mo., Kansas City.—First Church of Christ, Scientist; estimated loss \$75,000. Address James N. Russell, Reader, First Church of Christ, Scientist.

Mo., Naylor.—Naylor Roller Mills Co.'s flour mill; loss \$9000.

Okla., Bache.—Baker-Reidt Mercantile Co.'s store and barn; loss \$10,000.

Tenn., Covington.—Bunk Smith's residence; loss \$3000.

Tenn., Knoxville.—Home Manufacturing Co.'s plant.

Tenn., Lexington.—J. C. Peteman's residence; loss \$3000.

Tex., Ballinger.—Johnson Hotel; loss \$4000.

Tex., Colquitt, R. F. D. from Terrell.—J. E. Miller's cotton gin; loss \$12,000.

Tex., Colo.—High school; loss \$15,000. Address The Mayor.

Tex., Dallas.—Building owned by Mrs. M. A. Warren and occupied by J. E. Grant Company and H. S. Simpson Mantel Co.; loss on building, \$10,000.

Tex., Emory.—Mrs. E. B. Adams' residence; loss \$5000.

Tex., Henrietta.—Henrietta Cotton Gin & Oil Co.'s cotton gin; loss \$9000.

Tex., Italy.—Italy Compress Co.'s cotton compress; loss \$90,000.

Tex., Munday.—St. George Hotel, loss \$2500; J. A. Lindsey's building, loss \$15,000.

Tex., Timpon.—J. E. Miles' hardware store; loss \$20,000.

Tex., Tolar.—R. P. Campbell's building; loss, \$25,000; Baker Hardware Co.'s building; loss, \$10,000.

Tex., Willis.—J. E. Anderson & Sons' sawmill; loss \$6000.

W. Va., Lester.—Weaver Hotel.

W. Va., Eastbank.—Odd Fellows' lodge building; loss \$10,000.

DAMAGED BY EXPLOSION

N. C., Bryson City.—Swain county's courthouse; estimated loss \$5000. Address County Commissioners.

BUILDING NOTES

APARTMENT-HOUSES

Ark., De Queen.—J. S. Lake contemplates erecting two-story apartment-house.

Ga., Atlanta.—Central Congregational congregation will erect building; eight stories and basement; Sunday-school on first floor, church parlors on second and apartments or offices on floors above. Address The Pastor, Central Congregational Church.

Mo., St. Louis.—Tudor Dwellings Co., 817 Chestnut St., will erect 30 apartments; plans by Barnett, Haynes & Barnett, Frisco Bldg., St. Louis.

Mo., St. Louis.—Orson E. and R. G. Scott will erect apartment-house; 213x190 feet; wire-cut vitreous brick; marble and terracotta trimmings; cost \$300,000; plans by Barnett, Haynes & Barnett of St. Louis.

Mo., St. Louis.—G. Hartmann purchased site, 90x137 feet, on which to erect two double apartment-houses.

Mo., St. Louis.—William W. Worstell purchased site, 35x142 feet, on which to erect apartment-house.

N. C., Winston-Salem.—Mrs. D. N. Dalton awarded contract to J. F. Ange of Winston-Salem to erect apartment-house; pebble-dash and timber; two stories and basement; each apartment will have separate veranda and contain six rooms, bathroom and pantry; laundry-room in basement; gas and electric fixtures; hot-air heating; building will be 64x96 feet; ordinary construction; English design; cost \$15,000; plans by Willard Northrup of Winston-Salem. (Recently mentioned.)

N. C., Winston-Salem.—Mrs. D. N. Dalton awarded contract to J. F. Ange, Winston-Salem, for erection of apartment-house recently described; mill construction; cost \$10,000; plans by W. C. Northrop, Winston-Salem.

Okla., Oklahoma City.—R. M. Conway will erect apartment-house to cost \$10,000 to \$15,000.

Tenn., Nashville.—Mrs. Fannie B. Elliott purchased dwelling and will remodel as apartment-house.

Tex., San Antonio.—George Docker has plans and will contract for erection of proposed apartment-house; eight apartments of 4 rooms each; brick with stucco finish; cost \$15,000.

Va., Portsmouth.—C. J. Rudolph and W. A. Wallace, Norfolk, Va., purchased site, 50x120 feet, on which to erect apartment-house; contain six apartments; estimated cost \$15,000; plans being prepared by Neff & Thompson, Norfolk, Va.

Va., Richmond.—Mrs. Barton H. Wise will remodel brick apartment-house; will erect two additional stories, making five-story structure; cost \$15,000.

W. Va., Martinsburg.—W. L. Jones awarded contract to C. D. Burns of Martinsburg to erect apartment-house; three stories; brick; storerooms on first floor; two apartments on second and two on third floor.

BANK AND OFFICE BUILDINGS

Ala., Bay Minette.—Bay Minette Land Co. contemplates erecting office building.

Ark., Little Rock.—Concatenated Order of Hoo Hoo in Arkansas contemplates erecting office and lodge building to cost \$100,000; J. H. Carmichael and others appointed committee.

Ga., Savannah.—Central of Georgia Railway, C. K. Lawrence, chief engineer, will erect addition to office building; 117 feet long; probably three stories; estimated cost, \$30,000; construction by company's force.

Ky., Dixon.—Farmers' Bank of Dixon will expend \$5000 in erection of proposed building; fireproof construction; 22x60 feet; plans by Smith & Shopell, Evansville, Ind.; contractors, Reynolds & Tinebuck, Providence, Ky.

Ky., Hopkinsville.—Davis Construction Co. had plans prepared by James Lee Long, Box 293, Hopkinsville, for proposed fireproof office building; size 60x200 feet; cost \$20,000, not including heating and lighting plants and elevator. (See "Machinery Wanted.")

Ky., Mayfield.—Dr. J. L. Dismukes will erect three-story building; second floor for offices. (See "Theaters.")

La., New Orleans.—United Fruit Co. will erect additional story to office building; cost \$8000.

Md., Baltimore.—Owners' Realty Co., Chas. W. Hurst, president, Calvert Bldg., purchased State Colored Normal School (three-story building on site 57x100 feet) and will remodel for office purposes at cost of \$6000.

Md., Baltimore.—Seth H. Linthicum of J. Charles Linthicum & Bro., 220 St. Paul St., purchased residence at 215 St. Paul St. and will remodel as office building.

Md., Hamilton.—Hamilton Banking & Trust Co. will erect fireproof bank building; steam heat; gas and electric lighting; architect not selected. Address F. W. Glantz, treasurer Suburban Savings Bank of Hamilton. (Recently noted as suburban savings bank under Baltimore, Md.)

Miss., Wiggins.—People's Bank awarded contract to P. Oliver & Co., Hattiesburg, Miss., to erect brick bank building to replace structure recently reported burned.

Mo., St. Louis.—Friedman-Shelby Shoe Co., 900 Washington Ave., is having plans prepared by Eames & Young, St. Louis, for office and salesroom building; 10 stories and basement; 65x134 feet; reinforced-concrete construction; contract not let.

Okla., Oklahoma City.—Miss Dora Patterson will erect five-story store and office building.

Okla., Oklahoma City.—E. L. Lawrence will erect building for commercial purposes. (See "Hotels.")

S. C., Pineville.—Pineville Loan and Sav-

ings Bank awarded contract to Hunter & Co., Charlotte, N. C., to erect bank building; two stories; 26x90 feet; plate-glass and pressed-brick front.

Va., Reedville.—People's Bank will erect 20x30-foot brick building.

Va., Richmond.—A. Bierre Blair, president, and Henry S. Wallerstein, vice-president of association, have plans and will contract for erection of office building; frontage 52 feet; about 14 stories; contain about 260 offices; elevators; will probably be known as Virginia Trust Bldg.

CHURCHES

Ala., Bessemer.—First Methodist Church has not yet selected architect to prepare plans for edifice recently mentioned; 86x136 feet; fireproof construction; steam heat; electric and gas lighting; cost \$55,000; will open bids about April 1. T. F. Robinson may be addressed.

Ala., Birmingham.—Sixth Avenue Baptist Church, J. W. Goodgame, pastor, 1525 F St., will expend \$30,000 in erection of edifice recently noted; semi-fireproof structure; 90x110 feet; hot-air heat; electric and gas lighting; plans by W. A. Rayfield & Co., Mason Bldg., Birmingham; bids opened January 25. (See "Machinery Wanted.")

Ark., Argenta.—Methodist Episcopal Church South State Orphanage, Rev. S. W. Rainey, pastor, contemplates erecting edifice.

Ark., Hamburg.—Baptist Church contemplates erection of edifice. Address The Pastor.

Ark., Hamburg.—Presbyterian Church has not yet selected architect to prepare plans for edifice recently noted; hot-air heat; electric lighting; cost about \$9000. A. J. Fawcett may be addressed.

Ark., Hamburg.—Presbyterian congregation will erect edifice. Address The Pastor, Presbyterian Church.

Ga., Milledgeville.—Methodist congregation will erect edifice to cost \$30,000. Address The Pastor, Methodist Church.

Ky., Lexington.—First Church of Christ will erect concrete edifice. Address The Reader, First Church of Christ, Scientist.

La., Lafayette.—St. John's Catholic Church, Rev. W. J. Teurings, pastor, is completing arrangements for erection of proposed edifice to cost \$50,000; will erect separate edifice for negro members, to cost \$5000.

Md., Baltimore.—Otterbein Memorial United Brethren Church has plans by M. R. Rhodes, Chambersburg, Pa., for edifice at Roland Ave. and Fifth St.; bids invited.

Md., Hagerstown.—St. Mary's Catholic congregation contemplates erecting edifice to cost about \$100,000. Address The Pastor, St. Mary's Catholic Church.

Md., Hagerstown.—St. John's Free Will Baptist Church, Rev. John C. Newman, pastor, purchased Lincoln Hotel property and will convert into church building.

Md., Lakeland.—Lakeland Presbyterian Church has plans by Bayard Turnbull, 12 East Lexington St., Baltimore, Md., for edifice.

Okla., Frederick.—Methodist congregation awarded contract at \$13,211.75 to W. G. Collins of Frederick to erect edifice; 66x84 feet; seating capacity about 1000.

Mo., St. Louis.—Second Church of Christ, Scientist, will erect edifice; 75x125 feet; brick and terra-cotta; cost \$50,000. Address The Reader, Second Church of Christ, Scientist.

S. C., Spartanburg.—South Side Baptist Church has plans by Wheeler & Stern, Charlotte, N. C., for edifice; seating capacity of main auditorium, 850, and of Sunday-school room, about 500; estimated cost, \$25,000. (Previously mentioned.)

S. C., Johnston.—Baptist congregation will erect edifice; cost \$15,000 to \$20,000. Address The Pastor, Baptist Church.

Tenn., Covington.—First Baptist congregation will erect edifice to cost \$40,000. Address The Pastor, First Baptist Church.

Tenn., East Lake.—East Lake Christian Church, Rev. Fred Rose, pastor, will erect brick edifice; slate roof; hot-air heat; cost \$5000.

Tenn., St. Elmo.—Methodist Episcopal church, Rev. W. L. Sorrell, pastor, contemplates erection of edifice.

Tex., Canadian.—Baptist congregation will erect edifice to cost \$10,000. Address The Pastor, Baptist Church.

Tex., Canadian.—Christian congregation will erect \$10,000 edifice. Address The Pastor, Christian Church.

Tex., Center Point.—Methodist congregation will erect edifice; concrete blocks; cost

\$10,000. Address The Pastor, Methodist Church.

Tex., Dallas.—East Dallas Christian Church, Cephas Shelburne, pastor, has plans by J. E. Flanders for edifice; contract recently noted awarded for foundation and basement; 101x90 feet; veneer brick; stone trimmings; steam or hot-water heat; cost \$35,000.

Tex., Dallas.—First Presbyterian congregation will erect edifice to cost \$75,000. Address The Pastor, First Presbyterian Church.

Tex., El Paso.—Westminster Presbyterian congregation will erect edifice to cost \$40,000. Address The Pastor, Westminster Presbyterian Church.

Tex., Houston.—C. H. Winn, recently noted to have contract for Lubbock Street Presbyterian Church, Dr. Hudson, pastor, writes that plans for edifice have not been completed and that contract will not be let for two weeks. (See "Machinery Wanted.")

Tex., South Houston.—Methodist church contemplates erecting edifice. Address Rev. Ellis Smith, Houston, Tex., presiding elder of district.

Tex., Tyler.—First Presbyterian congregation will erect edifice to cost \$20,000 to \$25,000; A. P. Moore, chairman executive committee.

Va., Norfolk.—Mrs. Fanny Etheridge awarded at Israel will erect edifice; N. Cohen, chairman building committee.

Va., Lynchburg.—Cabell Street Baptist Church has plans by McLaughlin, Pettit & Johnson of Lynchburg for proposed edifice; 136x67 feet; tapestry brick with stone or cement trimmings and terra-cotta cornices; three towers; main auditorium 54x54 feet, with seating capacity of 420; Sunday-school department, separated from main auditorium by movable curtains, will be two stories high and contain 17 classrooms; seating capacity of combined auditorium and Sunday-school about 1000; cost \$30,000.

Va., Portsmouth.—Calvary Baptist Church, J. W. Downey, pastor, 2115 Glasgow St., will expend \$2000 to erect addition to edifice recently mentioned; 29x30 feet; two stories; mill construction; stoves; electric lighting.

W. Va., Warwood, P. O. Wheeling.—Protestant Episcopal congregation purchased site on which to erect edifice. Address The Pastor, Protestant Episcopal Church.

COURTHOUSES

Okla., Nowata.—Nowata county voted \$75,000 bond issue for erection of courthouse. Address County Commissioners.

S. C., Laurens.—Laurens county is considering improvement of courthouse; cost \$15,000. Address County Commissioners.

Tex., Anson.—Jones County Commissioners invite bids until March 1 for erection of three-story-and-basement brick and stone courthouse; certified check for \$1500 to accompany bids; deposit of \$25 will be required to secure plans and specifications; for plans and specifications apply to James P. Stinson, County Judge, Anson, or Elmer G. Withers, architect, Stamford, Tex.

Va., Covington.—Alleghany County Commissioners are considering issuance of \$40,000 of bonds for erection of courthouse.

Va., Hampton.—Elizabeth City County Supervisors considering erection of building to contain offices for County Clerk and Treasurer; connect with present courthouse by arch.

Va., King George.—Supervisors of King George county are considering erection of courthouse and clerk's office.

DWELLINGS

Ala., Birmingham.—Frank Hewitt will erect residence; two stories; brick veneer; cost \$19,000.

Ala., Montgomery.—G. T. Key will erect residence; two stories; cost \$7000.

Ark., Little Rock.—B. C. Cain awarded contract to S. R. Byarly, Little Rock, for erection of residence; two stories; cost \$12,000.

Fla., Ocala.—J. W. Aiken will erect residence.

Ga., Athens.—W. F. Dorsey is chairman of committee to erect \$5000 cottage at Juvenile State Farm.

Ga., Summerville.—D. Slusky will erect residence; cost \$15,000.

Ky., Lexington.—Frank Corbin will erect two dwellings; two stories; brick.

La., New Orleans.—S. J. White is having plans prepared for residence.

Md., Baltimore.—Forest Park Highlands Co. has plans by C. E. Anderson, Law Bldg., Baltimore, for two cottages on Dalrymple Ave.; two and a half stories; frame; 30x30 feet; slate roofs; steam heat; cost \$5000;

Saratoga Improvement Co., Baltimore, contractor.

Md., Baltimore.—Herman Odenwald, 229 St. Paul St., is having plans prepared by Henry J. Tinley, 324 North Charles St., Baltimore, for cottage at Beulah Villas; two and a half stories; frame; porch front; shingled sides; slate roof; hot-water heat; 30x36 feet.

Md., Baltimore.—Joshua E. Franklin, Culver, near Grindon lane, will erect nine dwellings on Edmondson Ave., near Pulaski St.; two stories; brick; 13x50 feet; furnace heat; slag roofing; cost \$14,000.

Md., Baltimore.—Roland Park Co., Roland Park, Station L, Baltimore, has plans by Edw. L. Palmer, Jr., 112 Elmhurst Rd., Roland Park, for dwelling on University Parkway; two and a half stories; 87 feet 8 inches by 49 feet 2 inches; slate roof; vapor heat; cost \$20,000.

Md., Baltimore.—J. A. H. Andes has plans by Clyde N. Friz, 11 East Pleasant St., Baltimore, for residence at Ten Hills; two and a half stories; 22x40 feet; hot-water heat; bids opened.

Md., Catonsville.—Edgar Donaldson, Beechwood Ave., is having plans prepared by Walter M. Gieske, 605a Equitable Bldg., Baltimore, Md., for dwelling at Oak Forest Park; two and a half stories; 12 rooms; 43x36 feet; stone foundation; exterior of shingles; slate roof; cost \$6500.

Md., Chevy Chase.—H. H. Glassie, 906 Colorado Bldg., Washington, D. C., will erect residence; 10 rooms and 2 baths; frontage 68 feet; hollow-tile block covered with white stucco; red tile roof; plans by G. Oakley Totten, Jr., 930 16th St. N. W., Washington, D. C.

Md., Roland Park, Station L, Baltimore.—E. F. Keely, care of Sharp & Dohme, Baltimore, will expend about \$8000 to erect dwelling (contract recently noted awarded to Roland Park Co.); 45x39 feet; frame; shingle roof and sides; hot-water heat; plans by Edward F. Palmer, Jr., Roland Park; construction begun.

Md., Roland Park, Station L, Baltimore.—W. S. Kennedy, 117 West Mulberry St., Baltimore, Md., has plans by E. H. Glidden, Glenn Bldg., Baltimore, for dwelling on Longwood Rd.

Miss., Columbia.—W. K. M. Dukate has plans by and awarded contract to J. E. Green, Columbia, for erection of eight 10-room cottages recently mentioned; mill construction; grates; electric lighting; cost \$16,000.

Miss., Long Beach.—Methodist church is arranging to rebuild parsonage recently burned; Rev. L. E. Alford, pastor.

Mo., Kansas City.—Read Realty Co. will erect 16 dwellings; stone veneer; cost \$32,000.

Mo., Lamar.—F. P. Smith of Komona, Mo., has plans by J. E. Bridgman, Lamar, Mo., for dwelling recently reported burned; 32x54 feet; cement construction; hot-air or hot-water heat; lighting not decided; cost \$2500; will open bids about February 25.

Mo., St. Louis.—Morton J. May is having plans prepared by William Levy, St. Louis, for \$40,000 residence.

Mo., St. Louis.—Henry C. Howard will erect nine dwellings.

N. C., Charlotte.—J. Arthur Henderson & Bro. will erect 12 dwellings; six rooms; two stories.

N. C., Charlotte.—Forest Hill Realty Co. will erect eight-room dwelling.

N. C., Rockingham.—Entwistle Manufacturing Co. awarded contract to W. J. Stephenson & Sons of Rockingham for construction of 48 dwellings for mill operatives; contemplates building 20 more.

N. C., Weldon.—J. G. Duval has plans by T. M. House, Weldon, for dwelling recently noted; 50x58 feet; ordinary construction; hot-air heat; electric lighting; cost \$3500; will open bids February 10. (See "Machinery Wanted.")

Okla., Lawton.—D. D. Lindsley awarded contract to Fred Carlson, Lawton, for erection of residence in Gore Addition.

Okla., Lawton.—Ben Boyd awarded contract to Fred Carlson, Lawton, for erection of residence in Gore Addition.

Okla., Oklahoma City.—C. B. Ames will erect residence; cost \$30,000.

Okla., Oklahoma City.—D. W. Hogan will erect \$30,000 residence.

Okla., Oklahoma City.—Harry Gerson will erect residence.

S. C., Columbia.—T. A. McGill will erect residence.

S. C., Columbia.—J. C. Fulmer will erect residence.

S. C., Columbia.—P. M. Frick, Chapin, S. C., will erect two dwellings.

Tenn., Cumberland Gap.—Kytanna Club, J. N. Wright, president, will erect bungalow; 10 bedrooms; dining hall and reception hall.

Tenn., Hill City.—S. L. Wilkey, Evansville, Tenn., contemplates erection of two-story frame dwelling; cost \$3000.

Tenn., Knoxville.—H. A. Pickle awarded contract to C. J. Orr, Knoxville, for erection of dwelling recently noted; seven rooms and basement; ordinary construction; steam heat; electric lighting; cost \$5000; plans by Bannon Bros., Knoxville; all contracts let except for lighting fixtures and wall decorations.

Tenn., Lookout Mountain.—J. H. Wheelock has plans by Huntington & Sears, James Bldg., Chattanooga, for six-room addition to dwelling; two stories; seven feet stone foundation; shingle roof; hard pine interior finish; cabinet mantels; hot-air heat; gas and electric lighting; cost \$3000.

Tenn., Memphis.—Edward McGowan will erect residence; seven rooms; two stories; veneer; cost \$4000.

Tenn., Memphis.—A. C. Floyd will erect two dwellings; 12 rooms; brick; cost \$5000 each.

Tenn., Memphis.—Miss Mattie B. Adams awarded contract to Ramsey & Whittington, Memphis, for residence; eight rooms; two stories; frame; cost \$4500.

Tenn., Memphis.—Sam Bates awarded contract to Whittington & Hopper, Memphis, for erection of dwelling; seven rooms; brick veneer; slate roof; cost \$5000.

Tenn., Memphis.—Thomas Douglass awarded contract to Charles Ellington, Memphis, for residence; eight rooms; frame; cost \$3000.

Tenn., Memphis.—A. B. Logan awarded contract to J. H. Hughes, Memphis, for erection of residence; brick veneer; two stories; nine rooms; slate roof; cost \$7000.

Tex., Bay City.—John W. Gaines dwelling (contract recently noted awarded to O. E. Hatchett, Bay City) will be 56x58 feet; frame; fireplaces; electric lighting; cost \$11,000; plans by John W. Green, Houston; will also erect garage, barn and servants' house. (See "Machinery Wanted.")

Tex., Dallas.—P. B. Arrington will erect residence; eight rooms; two stories; frame; cost \$4000.

Tex., Dallas.—Ed C. Connor will erect residence; two stories; frame; English style.

Tex., Canadian.—Methodist congregation will erect \$3000 parsonage. Address The Pastor, Methodist Church.

Tenn., Fountain City.—T. J. Wyrick will erect residence.

Tex., Houston.—L. W. Campbell will erect residence.

Tex., Houston.—Howard Smith is having plans prepared by C. D. Hill & Co., Houston, for remodeling residence; cost \$5000.

Tex., Houston.—Mrs. B. Zindler is having plans prepared by C. H. Hill & Co., Houston, for dwelling; two stories; frame; cost several thousand dollars.

Tex., Houston Heights.—R. A. Burge has plans by A. N. Dawson, 15 Klam Bldg., Houston, for 10-room dwelling recently mentioned.

Tex., Houston.—G. D. Samuels will erect eight two-story dwellings recently mentioned; six to eight rooms each; frame; electric lighting; may install elevators; cost \$12,300; plans by owner; contracts let separately. (See "Machinery Wanted.")

Va., Fredericksburg.—George W. Shepherd will erect residence.

Va., Luray.—Carl Selbert will erect one-story bungalow.

Va., Luray.—E. K. Vertner will erect residence; one story; cost \$8000.

Va., Luray.—Hubert F. Lucas will erect residence.

Va., Luray.—M. O. Printz will erect residence.

Va., Norfolk.—C. M. Barry awarded contract to B. F. Mitchell, Norfolk (recently noted as preparing plans), for erection of dwelling; two and a half stories; steam or hot-water heat.

Va., Norfolk.—Harry C. Dodson will erect \$5000 residence.

Va., Norfolk.—Mrs. Fanny Etheridge awarded contract to Jesse Johnson, Norfolk, for erection of residence; two stories; cost \$7000.

Va., Portsmouth.—Frank Cunningham, Richmond, Va., awarded contract to S. B. Hutchins, Portsmouth, for erection of three dwellings; brick; cost \$7000.

Va., Richmond.—L. Wetzel will erect dwelling; two stories; brick; cost \$7000.

Va., Richmond.—H. L. Wilkinson will erect dwelling; two stories; brick; cost \$7000.

W. Va., Wheeling.—E. T. Hickman will erect bungalow.

GOVERNMENT AND STATE BUILDINGS

D. C., Washington.—Armory.—Brig.-Gen. George H. Harries requested Tracy, Swartwout & Litchfield, New York, to prepare preliminary plans for armory for District National Guard; structure to be of marble, stone and concrete; cost estimated at \$1,500,000.

Tenn., Bristol.—Postoffice and Courthouse.—U. S. Government awarded contract to D. J. Phipps, Newport News, Va. (recently noted as lowest bidder), for extension to courthouse and postoffice; fireproof and ordinary construction; cost \$25,800; steam heat, cost \$3200; lighting fixtures, cost \$550; plans by James Knox Taylor, Treasury Department, Washington, D. C.

Tenn., Jackson.—Postoffice and Courthouse. Treasury Department, office of supervising architect, James Knox Taylor, Washington, D. C. Proposals will be received until March 11 for extension, remodeling, etc. (including plumbing, gaspiping, heating apparatus, electric conduits and wiring, and standard clock system), of United States postoffice and courthouse at Jackson in accordance with drawings and specifications, copies of which may be had from custodian at Jackson or at above office at discretion of architect.

Va., Danville.—Postoffice and Courthouse.—Bids will be received at office of James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., until March 16 for extension, remodeling, etc. (including plumbing, gaspiping, heating apparatus, electric conduits and wiring), of U. S. postoffice and courthouse at Danville, in accordance with drawings and specification, copies of which may be had from custodian at Danville or at above office, at discretion of supervising architect.

Va., Richmond.—Fair Building.—Virginia State Fair Association will erect exhibit building; brick; 300x350 feet; glass roof.

HOTELS

Ala., Bay Minette.—A. J. Hamilton is considering erection of hotel.

Ark., Ashdown.—J. M. Johnson will erect hotel; three stories; brick; 40 rooms; hot-water heating plant.

D. C., Washington.—Washington Hotel Co., incorporated by Edward O. Whitford, president National City Dairy Co., No. 6 Wholesale Row, Center Market; Arthur A. Birney of Birney & Woodward, Berry & Whitmore Bldg., 602 11th St. N. W.; William V. Cox, president Second National Bank of Washington, D. C., 509 7th St. N. W., and others; purchased frontage of 85 feet on North Capitol St. near E St. containing about 14,000 square feet; will erect 9 or 10-story fireproof hotel containing 300 rooms and bath; estimated cost \$400,000.

D. C., Washington.—Alex. McNeil, care of The Cairo, is reported as representing New York capitalists who plan erection of hotel at Connecticut Ave. and De Sales St.; site, 324, 456, 235 and 321 feet; building to have 300 rooms and cost \$3,500,000; also reported Thompson-Sterrett Company, 51 Wall St., New York, will receive construction contract.

Fla., Jacksonville.—J. B. Pound, owner Hotel Seminole, will build, it is reported, another hotel; 12 stories; steel frame.

Ky., Louisville.—Hardesty Hotel & Restaurant Co. incorporated with \$15,000 capital stock by E. T. Schmitt, Fred G. Miller and Howard S. Stump.

N. C., Wilmington.—Wrightsville Beach Hotel Co., E. L. Hinton, manager, will open bids February 7 for erection of addition to Seashore Hotel at Wrightsville Beach; plans and specifications on file in office of Joseph F. Leitner, Garret Bldg., Wilmington. (Previously mentioned.)

Okla., Clinton.—Beasley & Hawks have commenced construction of hotel noted in November; three-story-and-basement structure; steam heat; electric lighting; cost \$30,000.

Okla., Oklahoma City.—W. B. Skirwin will erect hotel; six stories; concrete; cost \$300,000.

Okla., Oklahoma City.—Workman & Co. will erect 22-room addition to Woodward Hotel.

Okla., Oklahoma City.—Andrew Kingkade and E. L. Lawrence will erect building; portion of structure to be built by Mr. Kingkade will be fireproof hotel, five or eight stories high, costing \$125,000; portion to be

erected by Mr. Lawrence will be three stories high, costing from \$90,000 to \$100,000, and used for commercial purposes.

S. C., McCormick.—W. J. Cannon awarded contract for rebuilding burned Hotel Katurah.

S. C., Spartanburg.—J. T. Gresham, proprietor St. John Hotel, Charleston, S. C., and E. L. Wilson of Spartanburg are considering erection of hotel.

Tenn., Memphis.—Stock company will remodel old courthouse as hotel, theater and storerooms; fireproof \$100,000 building; four stories and basement; plans by Eely & Weller, Memphis; P. H. Lewis, Box 327, to be addressed. (Recently noted.)

Tex., Boerne.—H. D. Barnitz, San Antonio, Tex., awarded contract to Mr. Scurvin, San Antonio, Tex., to remodel Boerne Hotel; estimated cost, \$10,000. (Recently mentioned.)

Tex., Spur.—B. R. Swenson & Sons awarded contract to Holdener & Gates, Stamford, Tex., to erect hotel; brick and stucco; 45 rooms; cost \$40,000. (Recently mentioned.)

W. Va., Summers County.—Grant P. Hall, Charleston, W. Va., and Leslie Long, all of Charleston, W. Va., and others contemplate erecting hotel with accommodations for 500 or 600 people, construction of bridge across Greenbrier River, etc., in connection with development of Peace Springs property, lately purchased.

MISCELLANEOUS STRUCTURES

Ala., Birmingham.—Association.—Young Men's Christian Association has not selected architect for association building previously mentioned; six to eight stories; size, including new gymnasium, which is to be part of building, 90x140 feet; new portion 50x90 feet; cost, including equipment, \$200,000.

Ala., Birmingham.—Business.—Steiner Bros. are having plans prepared by Wheelock & Son, Birmingham, for two business buildings; three stories and basement; 50x182 feet; cost \$75,000.

Ala., Birmingham.—Association.—Young Women's Christian Association, Mrs. C. P. Orr, president, is planning to erect proposed \$50,000 association building.

Ala., Birmingham.—Store.—Wimberly-Thomas Hardware Co. has plans by Warren & Welton, 1907 Empire Bldg., Birmingham, for addition to building recently mentioned; five stories; 30x182 feet; mill construction; gas and electric lighting; composition roof; combination freight and passenger elevator; wire glass; metal frames; prism lights; prism vault lights; elevators; grilles; skylights; cost \$50,000; will open bids about February 20.

Ala., Pratt City.—Florida Masonic Lodge No. 459 is planning to erect lodge hall; probably three stories.

Ark., Charleston.—Store.—Minden Lumber Co. will erect two-story stone store building (See "Lumber-Manufacturing Plants.")

Ark., De Queen.—Business.—H. C. Callahan and B. T. Nall will erect brick business building.

Ark., De Queen.—Business.—C. D. Logan will erect business building.

Ark., Hampton.—Store.—Biggers, Furlow & Son will expend \$2000 to erect business building recently mentioned; 38x100 feet; ordinary mill construction; bids opened.

Ark., Heber.—Store.—T. E. Olmstead & Son will erect one-story business building; 21x60 feet; stone; plate-glass front.

Ark., Heber.—Business.—John Bridwell contemplates erection of business building; 50 feet frontage; plans not determined.

Ark., Little Rock.—Store.—M. Critz & Sons will erect store building; one story; cost \$25,000.

Ark., Little Rock.—Association.—Pythian Castle Hall Association will expend \$30,000 to erect lodge hall and office building recently mentioned; 60x100 feet; ordinary construction; low-pressure steam heat; electric lighting; plans by Chas. L. Thompson, Little Rock; bids opened.

Ark., Texarkana.—Business.—Marshall Grocery Co. will erect business building; three stories; brick; site 100x140 feet.

D. C., Washington.—Business.—E. Heidenheimer, 1236 Pennsylvania Ave. N. W., will erect business building at 525 13th St. N. W.; four stories.

Fla., Jacksonville.—Auditorium.—Morocco Temple Association has tentative sketches by H. J. Klutho, Jacksonville, for auditorium for Morocco Temple of Mystic Shriners; two stories; reinforced concrete or some other fireproof material; Moorish architecture; auditorium on second floor with seating capacity of 5000; 105x106 feet; cost \$50,000. (Recently reported.)

Fla., St. Petersburg.—Business.—Col. Slayton will erect two business buildings; probably brick.

Fla., Tampa.—Lodge.—Masonic Lodge is planning erection of temple.

Fla., Tampa.—Clubhouse.—Tampa Yacht and Country Club is planning to erect proposed \$10,000 clubhouse; plans by Bonfoey & Elliott.

Ga., Elberton.—Business.—W. O. Jones will erect business building.

Ga., Atlanta.—Clubhouse.—Capitol City Club is planning to erect proposed clubhouse; five stories, basement and roof garden; Florentine style; light gray tapestry brick finished in terra-cotta and stone; cost \$175,000; plans by Don Barber, 24 East 23d St., New York; P. Thornton Marye, Equitable Bldg., Atlanta, advisory and supervising architect.

La., New Orleans.—Business.—George J. Glover has, it is reported, contract for erection of five-story addition to business building for Krauss Company; mill construction.

La., New Orleans.—Business.—Daneron-Person Company, Ltd., will erect business building; six stories; steel frame; lower floor cement; upper stories pressed brick; plans by Frank P. Gravelly, New Orleans.

La., Slidell.—Lodge.—E. F. Halley, chairman building committee Rathbone Lodge, No. 103, will receive bids for erection of Pythian castle; plans and specifications on file at office of Harold Raymond, architect, Hennen Bldg., Slidell, or of Mr. Halley.

Miss., Gulfport.—Clubhouse.—Mississippi Coast Country Club is having plans prepared by DeBuys, Churchill & Labouisse, New Orleans, La., for clubhouse, barn, motor shed and carriage shed; cost \$30,000. (Previously mentioned.)

Mo., Kansas City.—Business.—W. M. Reid has plans by Fred C. Gunn, Kansas City, for business building; brick; two stories and basement.

Mo., Kemoma.—F. P. Smith will open bids about February 25 for erection of store building; 18x50 feet.

Mo., St. Joseph.—Business.—W. F. Kirkpatrick & Co. are having plans prepared by E. J. Eckels, Commercial Bldg., St. Joseph, for remodeling business building; two stories and basement; cement floors; gas and electric fixtures, etc.; cost \$10,000.

N. C., Albemarle.—Business.—I. B. Miller and J. M. Peeler will erect brick business building.

N. C., Albemarle.—Business.—R. L. Smith and Amos Biles will erect business building; brick construction.

Mo., Kansas City.—Business.—F. E. & A. M. Gloyd will erect reinforced-concrete business building; nine stories; 100x160 feet; cost \$300,000.

N. C., Albemarle.—Business.—Stanley Supply Co. will erect two-story brick business building; 50x100 feet on Main St.; 30x50 feet on 2d St.; ordinary construction; heating not decided; electric lighting; cost \$16,000; plans by Hunter & Gordon, Charlotte; bids opened.

N. C., Greensboro.—Business.—Trozier Bros. will erect business building.

N. C., Hendersonville.—Business.—C. Wilson contemplates erection of five or six buildings; stone; one probably two stories, to be used for hotel.

N. C., Hendersonville.—Business.—F. W. Ewbank will probably erect business block.

N. C., Hendersonville.—Stores.—J. W. Bailey is considering erection of several stores.

N. C., Raleigh.—Clubhouse.—Club Construction Co. is preparing to erect clubhouse for Raleigh Country Club.

Okla., Clinton.—Business.—Bodarth & Johnson will erect proposed business building; size 25x100 feet; cost \$18,000; construction commenced.

Okla., Enid.—Mercantile.—O. A. Triplett will open bids about July 1 for erection of business building recently noted; 25x125 feet; three stories and basement; brick; steam heat; electric lighting; plans by A. A. Crowl, Enid.

Okla., Oklahoma City.—Business.—W. A. Brooks will erect business building.

Tenn., Bristol.—Store.—Cox Hat Co. will erect store building; three stories; site 30x160 feet.

Okla., Oklahoma City.—Business.—D. F. Harless is having plans prepared by McCarty & Humphrey, 222 Indiana Bldg., for business building; three stories; 50x140 feet; press and enamel brick; stone trimmings; concrete and tile floors; composition roof; electric fixtures, etc.; cost \$30,000.

Okla., Oklahoma City.—Store.—Goldholm & Sparrow will erect store building; 8 to 12

stories; cost \$175,000; to be occupied by Miller Bros. Dry Goods Co.

S. C., Greenville.—Association.—Young Men's Christian Association is planning to erect \$50,000 association building; H. J. Haynsworth, general chairman.

Tenn., Chattanooga.—Association.—Women's Christian Association will erect association building; five or six stories.

Tenn., Memphis.—Storerooms, etc.—Stock company will remodel old courthouse as storerooms, hotel and theater; P. H. Lewis, Box 327, to be addressed. (See "Hotels.")

Tex., Brownsville.—Store and Dock.—P. I. Villier, Houston, Tex., is having plans prepared by Cooke & Co., Houston, for store and dock building; 100x100 feet; cost, \$25,000.

Tex., Bryan.—Business.—W. J. Coulter awarded contract to G. C. Street, Houston, Tex., for business building; one story; brick; plate-glass front; concrete floors.

Tex., Center.—Store.—H. N. Runnels has plans by and awarded contract to N. O. Thomas for erection of store; 50x100 feet; two stories; cost \$10,000. (Recently incorrectly noted under dwellings.)

Tex., Dallas.—Mercantile.—Mrs. A. A. Rembert and Rhodes S. Baker are having plans prepared by C. D. Hill Co., Dallas, for building recently noted; three stories; 50x90 feet; ordinary construction; cost, \$12,500.

Tex., Dallas.—Business.—Jones Investment Co. will erect business building; two stories and basement; brick and stone; 70x128 feet; will contain vault; cost \$20,000.

Tex., Dallas.—Business.—C. A. Keating will erect business building; one story; brick; cost \$9000.

Tex., Dallas.—Easterwood, Fielder & Bolanz awarded contract to Alex. Watson, Main and Field Sts., Dallas, for erection of three-story business building; 50x90 feet; ordinary construction; will install electric freight elevator; cost \$12,000; plans by C. D. Hill & Co., Wilson Bldg., Dallas.

Tex., Houston.—Business.—B. A. Reiser awarded contract to W. H. Young, Houston, for erection of three-story business building and five-story annex to replace burned structures; plans by Cooke & Co., Houston. (Previously mentioned.)

Tex., Houston.—Commercial.—E. L. Dennis will erect commercial building; three stories; cost, \$20,000; plans by F. S. Glover & Son, Houston.

Tex., Houston.—Clubhouse.—A. N. Fitzgerald has plans for proposed clubhouse in the bay on Redfish Reef; heavy piling to reach reef; heavy crossbeams and bolting; general reinforcements and protections to resist winds and storms; dining-room, kitchen and reading rooms on first floor; 20 sleeping rooms on second floor; will drill artesian well.

Tex., Huntsville.—Lodge.—Archimedes Lodge, Knights of Pythias, will erect castle hall.

Tex., New Braunfels.—Clubhouse.—New Braunfels Social Bowling Club is planning to erect clubhouse; cost \$6000; Herman Clemens and others, committee.

Tex., Silsbee.—Business.—Santa Fe Town-site Co., Houston, Tex., awarded contract to W. C. Whitney, Beaumont, Tex., for erection of business building; two stories; brick; semi-fireproof; lower floor for stores, upper floor office; plans by Jones & Tabor, Houston, Tex.

Tex., Timpson.—Business.—T. T. Bogard & Son will erect 40-foot addition to building.

Tex., Timpson.—Business.—T. C. Whiteside & Bro. will erect 40-foot extension and additional story to business building.

Tex., Wichita Falls.—Fair.—Kemp & Kell awarded contract to H. Ammon, Wichita Falls, for erection of proposed fair building at Lake Wichita.

Va., Lynchburg.—Clubhouse.—Piedmont Club awarded contract at \$13,140 to W. B. Sneed & Co., Lynchburg, for erection of addition to and remodeling clubhouse; plans by Lewis & Burnham, Lynchburg.

Va., Newport News.—Hospital.—Elizabeth Buxton Hospital will probably award contract at \$9045 to J. W. Davis, Newport News, for erection of addition.

Va., Pulaski.—Lodge, etc.—Pulaski Lodge, R. P. O. E. No. 1067, will erect building; first floor to contain three stores; second floor lodgerooms and theater; cost \$30,000; correspondence with architects desired; address R. R. Moore, Pulaski, Va. (Recently mentioned under "Theaters.")

W. Va., Fairmont.—Jail.—Marion County Commissioners awarded contract to C. P. Howell, Clarksburg, W. Va., for erection of jail and jailer's residence; three stories; 58x68 feet; annex will be two stories; 30x40 feet; fireproof construction; steam heating;

cost, without mechanical equipment, \$82,000; plans by E. J. Wood, Clarksburg.

MUNICIPAL BUILDINGS

Ala., Huntsville.—City Hall, etc.—City, D. R. Lillard, Clerk, has not selected architect to prepare plans for city hall, library and Y. M. C. A. home; building will be separate; fireproof construction; size, heating and lighting not determined; cost of city hall \$50,000; cost of library and Y. M. C. A. buildings \$50,000. (Bond issue recently noted to be voted February 28.)

Ark., Camden.—City Hall.—City purchased site on which to erect \$30,000 city hall. Address The Mayor.

D. C., Washington.—Postoffice.—Frank M. Hitchcock, Postmaster-General, approved tentative plans for city postoffice estimated to cost \$3,500,000.

D. C., Washington.—Engine-house.—Office of Commissioners, District of Columbia. Proposals will be received until February 8 for constructing engine-house No. 2; blank form of proposal, specifications and all necessary information may be obtained from chief clerk, engineer department, 427 District Building; deposit of \$10 required to guarantee return of plans; Cuno H. Rudolph, John A. Johnston, William V. Judson, Commissioners, D. C.

Ga., Atlanta.—Hospital.—City's plans for proposed addition to Grady Hospital call for five-story structure of concrete construction; will vote February 15 on issuance of \$100,000 of bonds; R. M. Clayton, City Engineer.

Md., Baltimore.—Engine-house.—City awarded contract to Fidelity Construction Co. of Baltimore to erect engine-house at Edmondson Ave. and Bentall St.; two stories; brick; 28x117 feet; slate roof; cost, \$30,000; plans by Elliott & Emmart, Union Trust Bldg., Baltimore. (Recently mentioned.)

Miss., Jackson.—City Hall, etc.—City voted issuance of \$9000 of bonds for repairs to city hall and \$6000 for Third ward fire station; A. C. Crowder, Mayor. (See "Road and Street Improvements.")

Mo., University City, P. O. St. Louis.—City Hall, etc.—City voted bond issue of \$65,000 for city hall; \$10,000 for fire equipment; \$25,000 for public buildings and approaches to bridge over River Des Peres. Address The Mayor.

Okla., Anadarko.—City awarded contract to Van Orden Construction Co., Anadarko, for erection of city hall and fire station; 44 feet 6 inches by 35 feet 6 inches; mill construction; cost \$15,000; plans by J. B. White, Ardmore, Okla. (Previously mentioned.)

Okla., Clinton.—City Hall.—City voted \$25,000 for erection of city hall. Address The Mayor.

Okla., Hennessey.—City Hall and Jail.—City has not yet selected architect to prepare plans for city hall and jail; city hall will be 50x140 feet; jail to be 20x40 feet; brick; ordinary construction; cost \$12,000. (Mentioned in September.)

Okla., Oklahoma City.—Fire Station.—Bob Farman, City Clerk, will open bids February 14 for erection of Stonewall St. Fire Station; also for fire station at Western Ave. and 21st St.; plans and specifications on file in office of City Clerk and of Building Commissioner; certified check, 3 per cent. of bid. (Date postponed from January 17 as lately stated.)

S. C., Sumter.—Fire Station.—City awarded contract to P. D. Kelly of Sumter to erect fire-department building; sand cement brick; W. B. Boyle, Mayor.

S. C., Greenville.—City Hall.—Contract for remodeling and enlarging city hall was awarded to J. F. Grandy & Son at \$5750 (not J. D. Grandy as recently incorrectly noted).

Tenn., Memphis.—Market, etc.—City will repair Beale Avenue market-house at cost of \$6000 and 11 fire stations; Heiskell Weatherford, City Engineer.

Tenn., Memphis.—Comfort Station.—Park Commissioners awarded contract to J. H. Hughes of Memphis to erect comfort station; one story and basement; brick and stone; cost \$8000; plans by George E. Kessler, Kansas City, Mo.

Tex., San Antonio.—Stadium.—Stadium committee of Chamber of Commerce decided upon combination of plans submitted by Harvey L. Page Company and Adams & Adams of San Antonio for stadium and convention hall and will submit report to Chamber of Commerce; reinforced concrete fireproof construction; convention hall to have seating capacity of 10,000; level arena space about 100 feet in diameter; convention hall to be part of stadium proper when desired;

each portion of structure estimated to cost \$75,000.

Tex., Waco.—Fire Station.—City awarded contract at \$8800 to J. S. Harrison of Waco to erect two brick fire stations.

Va., Norfolk.—Fire Station.—Board of Control will recommend to Common Council appropriation of \$25,000 for erection and equipment of fire station on Granby St., in Sixth ward.

Va., Richmond.—City Hall.—Mr. Beck, Building Inspector, recommends appropriation of \$27,977 for remodeling city hall; Charles E. Bolling, City Engineer.

RAILWAY STATIONS

Fla., Tampa.—Tampa Northern, Seaboard Air Line and Atlantic Coast Line have been instructed by Florida Railroad Commission to erect union station at Tampa; Alfred C. Olney, chief engineer, Tampa Northern Railroad Co., Tampa.

S. C., Timmonsville.—Atlantic Coast Line Railroad, E. B. Pleasants, chief engineer, Wilmington, N. C., will, it is reported, erect passenger station.

Tenn., Chattanooga.—Central of Georgia Railway, C. K. Lawrence, chief engineer, Savannah, Ga., awarded contract to T. S. Moudy, James Bldg., Chattanooga, for erection of freight depot recently noted; vitrified brick structure; 45.8x239.3 feet; cost about \$20,000; yards, etc., to cost about \$20,000.

Va., Front Royal.—Norfolk & Western Railway Co., C. S. Churchill, chief engineer, Roanoke, Va., reported to erect new depot at junction of road with Southern Railway; to be known as Front Royal-Riverton Station.

Va., Natural Bridge.—Chesapeake & Ohio Railway, F. I. Cabell, engineer maintenance of way, Richmond, Va., and Norfolk & Western Railway, C. S. Churchill, chief engineer, Roanoke, Va., are considering, it is reported, erection of depot; electric elevator; electric lighting.

Va., Orange.—Southern Railway awarded contract to Robert and George Leigh, Louisa, Va., to erect depot; pressed brick; cost \$10,000.

SCHOOLS

Ala., Birmingham.—City is preparing to erect \$50,000 school. Address The Mayor.

Ala., Birmingham.—City is having plans prepared by Wheelock & Wheelock, 17 Steiner Bldg., Birmingham, for school for negroes; brick; two stories; 20 rooms.

Ala., Dothan.—City awarded contract at \$20,000 to A. C. Crawford, Dothan, to erect high school.

Ala., Gadsden.—Burns Academy contemplates erection of structure to replace burned building; plan is to erect structure 30x50 feet with 20-foot L.; two stories; J. E. Rounton, H. Cunningham, O. P. Willis and others, building committee.

Ala., Huntsboro.—T. S. Davis, chairman of building committee, will let contract February 9 for erection of school building recently noted; 80x80 feet; ordinary construction; steam heat; lighting not decided; cost \$8000; plans by T. W. Smith & Co., Columbus, Ga.

Ala., Talladega.—Alabama Synodical College for Women is planning to erect structures to replace present buildings.

Fla., Tampa.—Tampa Business College, L. M. Hatton, president, is planning to erect college building; stone; 50x100 feet; cost \$5000.

Ga., Athens.—University of Georgia awarded contract to Miles & Bradt, Atlanta, Ga., for erection of proposed alumni hall; will complete one wing at present; plans by Charles Peabody, New York. (Previously mentioned.)

Ky., Hindman.—W. C. T. U. School, Mrs. Frances Beauchamp, chairman board of control, is planning to rebuild burned structure.

Ky., Midway.—City awarded contract to Congleton Lumber Co., Lexington, Ky., for erection of graded school; plans by E. Stamler, 16-17 Merriek Lodge Bldg., Lexington. (Recently mentioned.)

La., Abbeville.—Vermillion Parish contemplates voting on bond issue to erect \$40,000 central high school in Third Ward Special School District. Address Police Jury.

La., New Orleans.—Marquette Association for Higher Education has plans by DeBuis, Churchill & Laboulisse, New Orleans, for first of proposed group of buildings for Loyola college; four stories; Tudor gothic style; pressed brick; stone trimmings; tower in center for observatory; cost \$150,000.

La., Plaquemine.—City voted special tax to erect school. Address The Mayor.

La., Shreveport.—City awarded contract at \$66,000 to W. H. Werner, Shreveport, for erection of high school; three stories; brick. (Recently mentioned.)

Md., Baltimore.—St. Plus' Catholic Church, Rev. John E. Dunn, pastor (not Rev. James E. Dunn, as recently incorrectly noted) Edmondson Ave. and Schroeder St., will erect parochial school adjoining church; cost \$15,000.

Miss., Belzoni.—City will erect \$15,000 school building; contract to be let about March 1; plans from architects desired; W. L. Toney, Mayor.

Miss., Jackson.—City voted \$20,000 of bonds to repair school; A. C. Crowder, Mayor. (Mentioned in December.)

N. C., Greensboro.—City will vote March 29 on \$35,000 bond issue for school improvements. Address The Mayor.

N. C., Greensboro.—North Carolina State Normal and Industrial College awarded contract at \$50,000 to Central Carolina Contracting Co., Greensboro, for erection of infirmary; 45x109 feet, with annex 24x80 feet connected with main building by porch sun parlor; for heating, to American Machinery & Manufacturing Co., Charlotte, N. C.; plumbing, to L. B. Breckenstein, Winston-Salem, N. C.; plans by Hook & Rogers, Charlotte. (Previously mentioned.)

Okla., Clinton.—City voted \$25,000 for erection of schoolhouse. Address The Mayor.

Okla., Oklahoma.—State Board of Agriculture, Charles F. Barrett, secretary, Guthrie, Okla., will receive bids marked "Bids for Construction of Buildings," with name of particular building or buildings for which proposal is intended, until February 24, for construction of following barns to cost approximately \$2000 each: Connell State School of Agriculture, Helena, Okla.; Haskell State School of Agriculture, Broken Arrow, Okla.; Connors State School of Agriculture, Warner, Okla.; and Cameron State School of Agriculture, Lawton, Okla.; also at same time for \$1500 barn at Murray State School of Agriculture, Tishomingo, Okla.; \$1200 heating plant at Panhandle Agricultural Building, Goodwell, Okla.; also heating plant at Connell State School for Agriculture, Helena, Okla., to cost \$4000; construction of reinforced concrete smokestack at Stillwater, Okla., 125 feet high, 5½ feet in diameter, contractors to submit plans and specifications with this bid; also greenhouse at Stillwater, Okla., to cost \$5000; certified check for 3 per cent. amount of bid; plans and specifications on file at office of R. E. Chandler, A. & M. College, Stillwater, Okla., or at office of State Board of Agriculture, Guthrie, Okla.; bidders may obtain one set of plans or specifications after February 10 on deposit of \$10 with R. E. Chandler, Stillwater, for each set of plans and specifications designed. (See "Machinery Wanted.")

Okla., Wynoka.—O. H. Patterson, clerk of school district No. 3 of Woods county, will receive bids until February 15 for erection of 12-room school; certified check for 15 per cent. amount of bid; plans and specifications on file at office of Mr. Patterson as above.

Okla., Wynnewood.—Ira Mitchell, secretary Board of Control, State Training School of Oklahoma, Wynnewood, will receive plans and specifications until February 10 for industrial school and dormitory building between Pauls Valley, Okla., and Wynnewood; general outline of plan at office of L. C. Andrews, Pauls Valley, Okla., but architects' own plans preferred; estimate of cost and price of plans to be submitted with plans; cost not to exceed \$20,000, and building not over two stories; J. E. Gibbon, president Board of Control.

S. C., Columbia.—Waverly School District No. 12 voted \$20,000 of bonds to erect schools. Address School Trustees.

S. C., Columbia.—Board of Commissioners, E. S. Dreher, superintendent, awarded contract to John J. Cain, Columbia, for erection of school building previously noted; will contain 12 classrooms, assembly hall, playrooms, workrooms, etc.; ordinary construction; heating not determined; electric lighting; cost \$40,000; plans by Edwards & Walter, Atlanta, Ga.

Tenn., Nashville.—City is arranging to erect \$200,000 high school; E. B. Stahlman, chairman High School Committee.

Tenn., Ooltewah.—James County Board of Education, S. Q. Talient, chairman of School Board, awarded contract to T. A. Chambers & Sons, 813 Henderson Ave., Chattanooga, for erection of high school recently described; cost \$11,000; plans by Chas. E. Bearden, Chamberlain Bldg., Chattanooga.

Tex., Austin.—City will vote in March on \$75,000 bond issue for school improvements. Address The Mayor.

Tex., Corpus Christi.—City has accepted

plans by James Wahnenberger, San Antonio, Tex., for proposed \$75,000 school.

Tex., Elgin.—Elgin Independent school district will vote February 25 on \$10,000 bond issue for school improvement. Address School Board.

Tex., Fort Worth.—City voted \$100,000 of bonds for school improvements. Address The Mayor. (Recently mentioned.)

Tex., Fort Worth.—Southwestern Baptist Seminary, L. B. Scarborough, member of building committee, will open bids February 10 for erection of dormitory recently noted; 238x187 feet; fireproof construction; cost \$125,000; plans by Sanguinetti & Staats, Fort Worth, Houston and San Antonio, Tex.

Tex., Gatesville.—State, John H. Boyd, superintendent, awarded contract to Tucker, Smith & Smith, Gatesville, for erection of school building previously noted; 72x100 feet; fireproof construction; steam heat; electric lighting; cost \$27,000; plans by Scott & Pearson, Waco, Tex.

Tex., Jacksonville.—City awarded contract at \$25,000 to Bensley & Garrett, San Marcos, Tex., for erection of school, and at \$1075 to W. C. Hixon, Dallas, Tex., for steam heat; plans by A. D. Watson, Austin, Tex. (Recently mentioned.)

Tex., Livingston.—City is having plans prepared by C. H. Page & Bro., Austin, Tex., for proposed school; 80x108 feet; nine rooms, superintendent's office, library, and auditorium with seating capacity of 425.

Tex., Livingston.—J. E. Hill, president of School Board, will receive bids until February 15 for erection of brick school; certified check for \$500, payable to Mr. Hill; plans and specifications on file at office of C. H. Page & Bro., architects, Austin, or of J. E. Hill, Livingston.

Tex., Marlin.—Board of Education, W. E. Hummeltt, secretary, will erect school building; 60x80 feet; fireproof construction; steam or hot-water heat; electric lighting; cost within \$20,000. (City recently noted to have voted \$15,000 bond issue.)

Tex., Pampa.—City is considering plans for \$14,000 school. Address The Mayor.

W. Va., Grafton.—City will vote on \$110,000 bond issue to erect school. Address The Mayor.

Tex., Pittsburg.—City will expend \$26,100 to erect school building (contract recently noted awarded to T. A. Lindsey, Commerce, Tex.); 64x146 feet; ordinary construction; steam heat; electric lighting; plans by William Drago, New Orleans, La. (See "Machinery Wanted.")

Tex., San Marcos.—City awarded contract to Bensley & Cary, San Marcos, for high school; plans by A. O. Watson, Austin, Tex. (Recently mentioned.)

Va., Norfolk.—Norfolk County is planning to issue bonds in several districts for erection of schools, as follows: Deep Creek District No. 2, \$20,000; Washington District No. 5, \$10,000; Western Branch, \$40,000; Butts Road, \$5000; Tanners Creek, \$50,000. Address County Commissioners.

Va., Roanoke.—City contemplates erection of central grammar school on site lately purchased; cost \$100,000; W. L. Craft, City Clerk. (City recently noted to vote March 21 on \$100,000 bond issue for school improvements.)

THEATERS

Ky., Mayfield.—Dr. J. L. Dismukes will erect three-story building; first floor for opera-house, second for offices and third for Elks' lodgerooms.

S. C., Anderson.—S. M. Wolfe and F. B. McFall are promoting erection of opera-house.

Tenn., Memphis.—Stock company will remodel building recently noted; plans by Eley & Wellét, Memphis; P. H. Lewis, Box 327, to be addressed. (See "Hotels.")

Va., Pulaski.—Pulaski Lodge, B. P. O. E., No. 1067, will expend \$30,000 to erect building to contain theater and lodgerooms recently mentioned. (See "Miscellaneous Structures.")

W. Va., Bluefield.—Lubin Amusement Co., Philadelphia, Pa., will, it is reported, erect theater to cost \$20,000.

WAREHOUSES

La., New Orleans.—Samuel W. Weis, 817 Gravier St., and Joseph A. Airey have not matured plans for warehouse company recently reported; plan organization of \$2,000,000 corporation to build warehouse system with capacity of 500,000 bales cotton; propose erecting at first four warehouses, each three stories high and 220x1200 feet, with

three compresses and gravity system of handling bales; have option on 600 acres for site, with 4000-foot frontage on Mississippi river; contemplate eventual storage capacity of 1,500,000 bales cotton; Selden-Breck Construction Co., Fullerton Bldg., St. Louis, Mo., will prepare plans and specifications.

Md., Hyattstown.—Lichtenstein Company, Cumberland, Md., will erect fireproof warehouse. (See "Miscellaneous Manufacturing Plants.")

Mo., Kansas City.—Charles F. Morse, president Kansas City Stock Yards Co., will erect warehouse; six stories and basement; reinforced concrete; cost, about \$65,000; plans by Wilder & Wight of Kansas City.

Mo., St. Louis.—Kellermann Contracting Co. of St. Louis, contractor, has begun erection of proposed store, office and storage building for Langan & Taylor Storage & Moving Co. and others; structure will be fireproof; reinforced concrete; faced with mottled brick and trimmed with terra-cotta and copper; 11 stories on ground floor; 15 offices on second floor; remainder of building to be used as storage warehouse; cost \$250,000.

Mo., St. Louis.—Cleve Realty Co. will erect warehouse; seven stories; frontage 50 feet; fireproof; brick with terra-cotta trimmings; leased to Missouri Glass Co.

Mo., St. Louis.—Oreutt Storage, Packing & Moving Co. awarded contract to C. L. Gray Construction Co., St. Louis, Mo., to erect fireproof warehouse.

N. C., Weldon.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., will, it is reported, erect freight warehouse.

S. C., Charleston.—South Carolina Warehouse Corporation, Henry Bulst, president, will soon begin erection of five cotton warehouses on water-front property at foot of Charlotte St., which are planned in connection with compress and warehouse system recently detailed; these warehouses will have frontage of 200 feet and depth of 85 feet; will be built on concrete piers, with fireproof wall construction, and each will have capacity of 2200 bales cotton; estimated cost \$20,000; sheds and warehouse will cover total frontage of 400 feet; Louis Y. Dawson, Charleston, is engineer in charge, and Simons-Mayrant Company, Charleston, is contractor.

Tenn., Chattanooga.—Mrs. F. T. Henderson, care of R. B. Henderson, 301 James Bldg., awarded contract to Drew & De Witt, 25 East 23d St., Chattanooga, for erection of proposed warehouse; two stories and basement; brick; composition roof; concrete footings; electric and gas lighting; electric freight elevator; cost \$6500.

Tex., Houston.—Frank Moore will erect addition to brick warehouse; three stories; estimated cost, \$11,000.

Tex., Houston.—Gaar, Scott & Co., Paul W. Joplin, manager, will open bids about February 10 for erection of warehouse previously noted; 100x125-foot building; concrete or mill construction; corrugated-iron siding; trussed roof; electric lighting; freight elevator, 1½ tons capacity; cost \$10,000; plans by H. F. Jones, Box 583, Houston.

Va., Manchester.—T. M. Carrington, Richmond, Va., awarded contract to John T. Wilson & Co., Richmond, for erection of Alleghany warehouse recently noted; 127x113 feet; mill construction; plans by A. F. Hurtt, Richmond.

RAILROAD CONSTRUCTION

RAILWAYS

Ala., Dothan.—The Atlanta & St. Andrews Bay Railway Co., it is reported, contemplates beginning construction on its projected northward extension from Dothan to Opelika, Ala., about 90 miles. B. W. Steele is general manager at Dothan, Ala.

Ala., Gainesville.—The Gainesville Southwestern Railroad Co. is reported organized, and the next move is to close with the construction company for building the line from Gainesville, Ala., to Narkeeta, Miss. The officers are John A. Rogers of Gainesville, president; Wm. W. Wall of Nashville, vice-president; W. R. Little, secretary; S. T. Jones, treasurer. The executive committee is composed of the first two officers and A. S. Lyons and Sam Meyers of Meridian, Miss., and G. Schiffman of Gainesville. C. M. Whitworth of Mendenhall, Miss., is counsel.

Ark., Cotton Plant.—Preliminary survey is reported under way for a railroad from Cotton Plant to the Cache River. H. W. Burcher is engineer in charge.

Ark., Dardanelle.—An officer of the Dardanelle, Ola & Southern Railway says that it is not contemplated to build any extension at present. This denies a recent press report.

Ark., DeQueen.—Herman Dierks, vice-president and general manager of the DeQueen & Eastern Railroad, is reported contemplating an early extension to Hot Springs, Ark., about 55 miles. Mr. Dierks' address is at Kansas City, Mo., and E. S. Byington is chief engineer at DeQueen, Ark.

Ark., Fort Smith.—The Fort Smith Light & Traction Co. has decided to increase its stock from \$1,600,000 to \$6,500,000, according to a dispatch, and may build an extension into Van Buren. A. S. Huey is president.

Fla., Gainesville.—The Tampa & Jacksonville Railway Co. has filed a \$3,000,000 mortgage to secure bonds, and contemplates an extension from Fairfield to Tampa. Another extension toward Jacksonville is also proposed. A. P. Stuckey of Ocala, Fla., is president, and F. J. Lismann & Co. of New York are reported interested.

Ga., Atlanta.—The Southern Railway, according to a press report, will build about 25,000 feet of team tracks on the site now occupied by the Peters street depot and adjoining lots. Construction will be undertaken as soon as the freight station at Madison Ave. and Mitchell St. is completed. W. H. Wells is chief engineer of construction at Washington, D. C.

Ga., Calhoun.—The Board of Trade is reported interested in a movement to build a railroad from Calhoun to Reeves Station. A. H. Chastain is president; H. J. Roff, secretary, and A. R. McDaniel, treasurer.

Ga., Hawkinsville.—The Hawkinsville & Western Railway Co., recently chartered, is reported organized with directors thus: T. B. Ragan, president; J. J. Whitfield and J. K. Livingston, vice-presidents; H. E. Coates, secretary and treasurer; E. B. Lewis, Judge Riley, C. C. Duncan, C. A. Horn, P. H. Lovejoy, J. J. Howard and M. T. Parsons.

Ky., Wasiota.—The Wasiota & Black Mountain Railroad Co. is reported to have invited bids for an extension from Toms Creek to Harlan, Ky., 24 miles. T. J. Asher & Sons of Wasiota, Ky., are interested.

La., New Iberia.—The New Iberia & Northern Railway, it is reported, will build \$10,000 station at New Iberia, including a terminal yard. F. M. Welch is president; A. B. Romero, secretary.

Md., Cumberland.—The Baltimore & Ohio Railroad Co. contemplates the erection of a new depot in Cumberland, and the matter is now awaiting action by the City Council. A. M. Kinsman is chief engineer at Baltimore, Md.

Md., Cumberland.—The Clalborne & Johnston Construction Co. of Baltimore is reported building a new track for the Western Maryland Railroad from Knobmont to Carpenters Yard, one mile west of Ridgely, W. Va., opposite Cumberland.

Md., Reisterstown.—Senator Biddison of Baltimore county has introduced a bill in the Legislature to charter the Baltimore & Pennsylvania Railway Co. to build and operate an electric line from Reisterstown, Baltimore county, via Hampstead and Manchester, Carroll county, to the Pennsylvania boundary; capital \$600,000. Authority is given to acquire the Hampstead & Manchester Railroad. The incorporators are James H. Wilson, Jacob H. Sherman, Jacob A. Frederick, Newton S. Watts, John Pierce Bruns, Frank L. Hancock, Daniel F. Reisenweber, W. T. Dietrich.

Miss., Meridian.—President D. D. Curran of the New Orleans & Northeastern Railroad writes that the company has no intention of double-tracking the Alabama & Vicksburg Railway or any part of it at this time. This denies a recent press report.

Mo., Kansas City.—The Hathaway Electric Car Co. of Kansas City, capital \$15,000, has been chartered by W. S. Hathaway, Gail Reed and A. E. Hathaway.

N. C., Burlington.—Interested parties are quoted as saying that the Burroughs Interurban Company will soon resume construction on its proposed line, grading being already complete between Burlington and Haw River and rails laid for more than half the distance, car barns constructed, a baseball park completed and a power-house built.

N. C., Goldsboro.—An officer of the Enterprise Lumber Co. says that the plan for a railroad to Seven Springs is being held up, and it is not thought that anything will come of it soon.

N. C., Hamlet.—The North & South Carolina Railway, it is reported, has increased its capital from \$150,000 to \$1,000,000 and will build an extension of about 20 miles from Dillon to Mullins. S. C. W. R. Bonnal is president at Hamlet, N. C.

N. C., Mount Airy.—A letter says that the Surry-Stokes-Rockingham Development Co. proposes to build a railroad 65 miles long from Draper, N. C., to Mount Airy via Leaksville, Spray, Stoneville and other

towns. Construction will be taken up soon after February 15. Dr. F. J. De Giers, care of Clarence M. Smith & Co., 64 Wall St., New York, may be addressed.

Okla., Chattanooga.—C. A. Swartz of Frederick, Okla., and Dr. Milo M. McKeller of Loveland, Okla., are reported interested in a railroad from Frederick to Chattanooga, and Colonel Ranson of Aransas Pass, Tex., is reported to have floated the bonds.

Okla., Clinton.—Survey reported under way for the Clinton & Oklahoma Western Railway extension from Clinton to Anadarko. T. J. Nance and others are interested.

Okla., Fairfax.—A press report quotes an officer of the Osage Western Railway Co. as saying that grading will begin about February 1 on the proposed line from Vinita, Okla., to Billings, Mont., about 178 miles via Nowata, Bartlesville, Pawhuska, Fairfax and Bliss; grades six-tenths of 1 per cent., curves 3 degrees, rails 70 pounds; two roundhouses, one at Vinita and the other at Enid; contractor, the Overland Construction Co. of Fairfax, Okla. R. H. Hoss of Fairfax is president, and E. J. Noonan of Vinita is chief engineer.

Okla., Gage.—C. H. Holmes, secretary of the Beaver Valley & Northwestern Railway, is quoted as saying that date is unsettled to let contracts for the line, which is from Oklahoma City to La Junta, Col., about 400 miles. The first construction planned is from Hooker to Gage, 165 miles; bonds to be issued. J. W. Webb of Beaver City, Okla., is president.

Okla., Shawnee.—An officer of the Shawnee Electric Railway Co. is reported as saying that surveys are made for proposed line from Shawnee to Oklahoma City, 40 miles; bonds are sold and right of way obtained. Date for contracts not set. C. T. Edwards of Shawnee, Okla., is president, and W. Sheridan Kane, 1 Madison Ave., New York city, is Eastern representative.

Okla., Woodward.—The Woodward Commercial Club is reported taking an active part in a contemplated plan to build an interurban railway from Woodward to Fort Supply. Address the secretary of the club.

S. C., Chester.—Reported that an electric railway will be built within the next few months from Chester to Great Falls. The Mayor may be able to give information.

S. C., Greenwood.—Resolutions have passed the Legislature, it is reported, to introduce a bill to incorporate the Greenwood-Saluda Railroad Co. for a line to connect the two points named. C. J. Sullivan of Princeton and W. W. Smith and J. J. McSwain of Greenville, who are interested in the proposed Hydro-Electric Power Co., may be able to give information.

S. C., Orangeburg.—William C. Wolfe and others are reported interested in a plan to build an electric railway connecting Orangeburg, North, Springfield, Bowman, Elmore, Branchville and other points, the power to be generated by a plant on the Edisto River.

S. C., Spartanburg.—An officer of the Carolina, Clinchfield & Ohio Railway says that the company will not build terminals at Spartanburg in the near future. This denies a recent report from Spartanburg.

Tenn., Knoxville.—W. J. Oliver is quoted as saying that the Knoxville, Sevierville & Eastern Railway will be extended 25 miles from Sevierville eastward to Iron and timber lands, but it is not decided when construction will begin. Preliminary survey is reported made.

Tex., Abilene.—An officer of the Texas & Pacific Railway confirms the report that it is preparing to build a depot at Abilene, but says contracts are not yet let, preliminaries not having been settled. B. S. Wathen is chief engineer at Dallas, Tex.

Tex., Brownwood.—The charter of the Brownwood North & South Railway Co., capital \$30,000, has been approved. The proposed line is from Brownwood to May, 29 miles. The incorporators are J. A. Walker, Brook Smith, T. C. Yantis, Henry Ford, A. L. Self, R. B. Rogers, J. J. Timmins, G. N. Harrison, Will H. Mays, J. C. Weakley, J. R. Looney, W. C. Parks, S. R. Coggins, J. A. Abney, E. B. Gilliam, B. S. Boyser, D. S. Camp, W. F. Guthrie, B. E. Hurlbit, all of Brownwood.

Tex., Bartlett.—The Bartlett-Florence Railway Co. is reported to have completed 20 miles of grade and to have laid eight miles of track.

Tex., Dallas.—An officer of the Chicago, Rock Island & Gulf Railway writes that nothing definite has been decided regarding the construction of freight terminals at Dallas, Tex. The matter is now in the hands of President H. U. Mudge at Chicago.

Tex., Fort Worth.—A dispatch from Boston says that the Northern Texas Traction Co.,

controlled by Stone & Webster of that city, will act on a proposed issue of \$10,000,000 of 5 per cent. collateral trust bonds, of which \$1,000,000 will be used for improvements, additions and other purposes. H. T. Edgar is vice-president and general manager at Fort Worth, Tex.

Tex., Galveston.—Official: The Galveston, Houston & Henderson Railway Co. will build a 14-stall roundhouse of reinforced concrete at a cost of about \$28,000. Contract was let in December, but later a machine shop will be erected. J. H. Hill is manager.

Tex., Galveston.—The Rock Island system, it is reported, will build a pier 1500 feet long and very wide, besides two smaller piers and other improvements necessitating the expenditure of about \$2,000,000. The construction of another line from Galveston to Houston, about 55 miles, is said to be contemplated. President H. U. Mudge, Chicago, Ill., is quoted as saying that \$100,000 will be spent immediately. A. B. Warner is chief engineer at Fort Worth, Tex.

Tex., Quanah.—A subscription of \$30,000 is reported secured for the Quanah & Gulf Railway to be built from Quanah to the Young county coal fields on its way to Medicine Mound. L. E. Walker is president.

Tex., Laredo.—A letter to the Manufacturers' Record says the National Railways of Mexico have secured the right to build a new bridge over the Rio Grande, and construction will begin within a few months. James M. Reid is chief engineer at Mexico City, Mexico.

Tex., Lometa.—F. Merritt, chief engineer of the Santa Fe at Galveston, Tex., has received bids for building about 100 miles of line from Lometa, on the San Angelo branch, to Brady and thence northwest.

Tex., Pecos.—W. L. Carville of Dallas, Tex., writes that the proposed railway in which he is interested will be 41 miles long from Pecos to San Solomon Spring via Saragosa and Balmorhea, including a bridge of 200 feet span over Toyah Creek and a 600-foot low wooden bridge. The company's forces will do the work, and 36 miles are to be completed by June 1 to the town of Saragosa. The name has been changed from Pecos Valley Southern to Pecos, Toyah Valley & Southern Railway.

Tex., Roby.—The Estacado & Gulf Railroad Co., according to a dispatch, has let contract to B. F. Leonard of Bowie, Tex., to build bridges on the last four miles of line into Roby, including bridge over Clear Fork of the Brazos River.

Tex., San Antonio.—Survey reported made from San Antonio to New Braunfels, 30 miles, and survey under way for more of the line of the Metropolitan Steam & Electric Railway Co. from San Antonio to Austin, about 85 miles; branch from New Braunfels east to Seguin and Gonzales, about 60 miles; financing reported complete; construction to begin soon. J. C. Marmion of San Antonio and M. Kauffman of Yorktown, Tex., and E. L. Squire of Wilmington, Del., were the incorporators, as previously reported. A recent report said that C. L. Hodges of Chicago and L. L. McSweeney of New York were interested. Line may finally be extended to Houston.

Tex., Wichita Falls.—Frank Kell, vice-president and general manager of the Wichita Falls Route, is reported as saying that another railroad proposition will be submitted to Wichita Falls by him and President J. A. Kemp.

Va., Charlottesville.—Referring to a recent report, an officer of the Southern Railway says that while surveys have been made for revision of line between Monroe and Orange, Va., about 78 miles, it is not contemplated to build any of it at present. Construction is, however, under way on a new line around Lynchburg from the yards at Monroe southward to Dumfries, Va.

Va., Manchester.—The Seaboard Air Line is reported to have begun construction of its \$50,000 station corner of 6th and Hull streets.

Va., Petersburg.—A dispatch from Philadelphia says that the directors of the Norfolk & Western Railway have authorized the building of a low-grade belt line around Petersburg. C. S. Churchill is chief engineer at Roanoke, Va.

Va., Front Royal.—A correspondent writes that the Norfolk & Western Railway will build a new depot near its junction with the Southern Railway, to be called Front Royal-Riverton Station. C. S. Churchill of Roanoke, Va., is chief engineer.

Va., Roanoke.—A dispatch from Philadelphia reports that the Norfolk & Western Railway directors have authorized the building of 13 additional miles of double track in West Virginia. Another press report says that more than \$3,500,000 will be spent in this

State, including double-track tunnel at Kimball 900 feet long; also tunnel at Big Four, 600 feet; another tunnel on the Dry Fork line, 4700 feet. Other tunnels may be built at Panther, Mount's Curve and Delorme, respectively 1300, 1800 and 1500 feet. The Kimball yards will be extended. Reported that contracts for about \$2,000,000 of work will be let February 1. C. S. Churchill is chief engineer at Roanoke, Va. An officer says that the second-track work in West Virginia will consist of 11.5 miles between Wyoming and Devon and 5.4 miles between Vivian and Huger, including four tunnels.

W. Va., Anthony.—An officer of the Miller-Crosier Lumber Co. of Huntington, W. Va., writes that it will build seven miles of 36-inch gauge railroad from its mill at Anthony, Greenbrier county, West Virginia. A wire suspension bridge of 240 feet span will be erected over the Greenbrier River. Chas. A. Miller of Ashland, Ky., and G. W. Crosier of Huntington, W. Va., compose the company.

W. Va., Fayetteville.—Franchise is reported granted by the Fayette county court to Chas. K. McDermott and W. E. Beardslee for an electric railway from the Fayette county boundary adjoining Kanawha county to Gaudy Bridge. The line starts from St. Albans, Kanawha county, and will finally go up New River. Address St. Albans, W. Va.

W. Va., Madison.—Johnson & Briggs, contractors for the first three miles of the Chesapeake & Ohio Railway extension from Julian up Horse Creek, will, it is reported, take a contract for two miles more on the same line.

W. Va., Morgantown.—The South Morgantown Traction Co. has, it is announced, been authorized by the directors to build an extension of 13 miles to connect with the Fairmont & Clarksburg Traction Co.'s line and east through South Park, Green Mont and Marilla.

W. Va., Mullens.—According to a press report, the Virginian Railway will revise its line between Surveyor and Sweeneyburg, about 10 miles, reducing the grade along Paint Creek and improving the alignment. Bids may be received soon. H. Fernstrom is chief engineer at Norfolk, Va.

W. Va., Mullens.—The Virginian Railway, according to a press report, contemplates building an extension of about 50 miles from Elmore, near Mullens, along the Gandyotte River, and thence to Huntington. H. Fernstrom is chief engineer at Norfolk, Va.

W. Va., Parkersburg.—The Parkersburg, Marietta & Interurban Railway Co. is reported to have increased its capital stock from \$440,000 to \$1,000,000 to carry on improvements.

W. Va., Morgantown.—The Union Dock & Railroad Co. of Morgantown, W. Va., has been chartered to build a line from Morgantown, on the Morgantown & Kingwood Railroad, to a point on the Buckhannon & Northern Railroad, which is to be constructed nearby. The incorporators are George C. Sturgis, S. A. Posten, R. L. Morris, A. Rightwire and Robert A. Vance, all of Morgantown.

STREET RAILWAYS

Fla., Pensacola.—The Lakeview Street Car Co. of Pensacola gives notice that it will apply for a charter; capital \$30,000. Those interested are J. E. Baars, Theodore Baars and John W. Bullock, Jr., all of Pensacola. Application has been made to the City Council for a franchise on Sixteenth Ave. from 13th to 14th Sts.; thence eastward on the latter thoroughfare to Magnolia St., and thence to the city limits. The line will be electric.

Fla., St. Petersburg.—The Bayboro Investment Co. has applied for a franchise for a street railway.

Ga., Macon.—The Macon Railway & Light Co. will extend its line one mile out the Columbus road. The South Macon line will also be extended an equal distance. W. J. Massee is president.

S. C., Charleston.—The City Council has authorized the proposed extension of the Charleston Consolidated Railway, Gas & Electric Co.

Trump Turbines in Virginia.

A large shipment of Trump turbines has recently been made to Basic City, Va., for service in the municipal hydro-electric plant at that place. This shipment consisted of two pairs of horizontal turbines of the draft chest type driving direct-connected generators. They are modern in design and manufacture and will furnish the city with light and power. The Trump turbines are manufactured by the Trump Manufacturing Co. of Springfield, Ohio.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery and supplies wanted.

Air Compressor.—Blomberg Automobile Co., Memphis, Tenn., wants air compressor.

Air Compressor.—Wilmington Iron Works, foot of Orange St., Wilmington, N. C., wants 8x8 belt-driven air compressor; second-hand.

Air Compressor.—Kanawha Chemical Engine Manufacturing Co., South Charleston, W. Va., wants vertical belt-driven air compressor; about 40 cubic feet air per minute; 150 pounds maximum pressure.

Bag Machinery.—J. H. Ivey, Macon, Ga., wants information and prices on machinery to manufacture burlap bags.

Basket Machinery.—Cowger & Rush, Keyser, W. Va., want equipment for peach-basket factory.

Boats.—See "Gasoline Launch."

Boiler.—Bennet Nooe, Pittsboro, N. C., wants prices on 50-horse-power water-front boiler on skids.

Boilers.—W. T. Drury, Morganfield, Ky., wants prices on two 18-foot by 72-inch boilers.

Boilers, etc.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until February 28 for furnishing boilers, pumps, universal grinder, steam trap, lead-covered cable, Vanadium steel chain, spiral riveted pipe and fittings, valves, etc. Blanks and general information relating to Circular No. 558 may be obtained at above office or office of assistant purchasing agents, 24 State St., New York; 55 National Realty Bldg., New Orleans; 1066 North Point St., San Francisco, Cal.; also from U. S. Engineer office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill.; and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Boring Mill.—Pennsylvania Equipment Co., 120 West End Trust Bldg., Broad St. and South Penn Square, Philadelphia, Pa., in market for large boring mill with 20-foot or more swing.

Bricks.—Tibbetts & Hogue, Denison, Tex., wants 30,000 No. 1 face bricks; also 100,000 common building bricks.

Bridge Construction.—Frank M. White, secretary Commercial Club, Byers, Tex., wants to correspond relative to construction of combined railroad and wagon toll bridge; cost \$300,000.

Bridge Construction.—Chickamauga & Chattanooga National Park Commission, John Tweedale, acting chairman, Chattanooga, Tenn., will open bids February 23 for constructing bridge over Chattanooga Creek on "Hooker" road, near Alton Park, Tenn.; first, for superstructure of 75-foot low truss steel-riveted highway bridge with 20-foot roadway, reinforced concrete wing and iron pipe hand railings on abutment wing walls; second, for superstructure of 75-foot low truss steel-riveted highway bridge with 20-foot roadway and plank floor and iron pipe hand railings on abutment wing walls; third, for 80-foot span reinforced concrete highway arch bridge with 20-foot roadway complete, with its foundations; to be built in accordance with detailed plans submitted and commissioners' specifications; proposals to be accompanied with plans and specifications, with full details showing extreme length of structure, nature, quality and size of material to be used, and strength of structure when completed; information for bidders, diagram and general specifications on file for inspection of bidders in office of commission, and will be mailed upon request to prospective bidders; bidders or authorized agents to visit work and make estimates of facilities

and difficulties attending execution of work; certified check \$100; proposals to be made on blanks furnished at office of commission; Edward E. Betts, engineer of park.

Bridge Construction.—Board of Commissioners, H. R. Queen, chairman, Webster, N. C., will let contract March 7 for construction of steel bridge at Sylva, N. C.; to be 40 feet long in one span.

Bridge Construction.—Manatee County Commissioners, Robert H. Roesch, clerk, Bradenton, Fla., will open bids March 7 for construction of steel bridges across East Palma Sola Bayou, West Palma Sola Bayou, Frog Creek, near Gillett Siding, and north prong of Philippi Creek; plans and specifications on file in office of County Clerk.

Building Materials.—Contractors' Material Co., 308 Security Bldg., Oklahoma City, Okla., wants jobbers and agents' prices on building materials for Southwestern representation.

Building Materials.—James Lee Long, Box 293, Hopkinsville, Ky., wants prices on materials for \$20,000 fireproof office building.

Building Material.—T. A. Lindsey, Commerce, Tex., wants building material, including lime, cement, rough brick, steel, iron, lumber and hardware for \$25,000 school building.

Canes, etc.—J. Brad Beverley, The Plains, Va., wants addresses of manufacturers of golf sticks, walking canes, etc.; also of hoop-pole users.

Clothing.—Emil Zerkowitz, Hungarian Commercial Councillor, 49 Exchange Pl., New York, wants names of manufacturers and exporters of men's clothing.

Coal-cutting Machinery.—W. T. Drury, Morganfield, Ky., wants prices on electrical coal-cutting machinery.

Collar-pad Machinery.—J. H. Ivey, Macon, Ga., wants information and prices on machinery to manufacture collar pads.

Concrete Mixer.—Dovel & Wright, Harrisonburg, Va., want medium-sized batch concrete mixer; prefer mixer with gasoline engine, all mounted on one set of skids.

Concentrating Machinery.—Beth Mining Co., Chas. F. Noble, president, 411 Moffett Ave., Joplin, Mo., will open proposals March 1 on machinery for lead and zinc concentration plant.

Conveying Machinery.—Chattahoochee Brick Co., 701 Fourth National Bank Bldg., Atlanta, Ga., wants information and prices on system for conveying clay to mill on opposite side of river, about 250 feet wide; plant 100 yards from river.

Crane.—Hobbs-Ives Equipment & Machinery Co., Seaboard Bank Bldg., Norfolk, Va., in market for 10-ton locomotive crane, Browning preferred, on standard-gauge trucks, with 45 to 50-foot boom; first-class second-hand machine desired for immediate shipment.

Drykiln.—R. C. Beverly, care of W. P. Longworth & Co., No. 1 North 7th St., Richmond, Va., wants addresses of manufacturers of lumber drykilns or drykiln material.

Drykiln.—John A. Traylor, Box 290, Richmond, Va., wants new or second-hand drykiln complete; daily capacity, 15,000 to 20,000 feet lumber.

Electric Wiring and Conduits.—See "Government and State Buildings" under Va., Danville.

Electrical Equipment.—Meyer Electric Light Co., Columbia, Ky., wants prices immediately on new and second-hand dynamo in good condition, alternating, approximately 60 kilowatts, 60 cycles.

Electrical Machinery.—See "Coal-cutting Machinery."

Electrical Machinery.—See "Glass-making Machinery."

Electric Wiring and Conduits.—See "Government and State Buildings" under Tenn., Jackson.

Elevators.—Claude H. Brady, P. O. Box 163, Roanoke, Va., wants to correspond relative to elevators.

Elevators.—James Lee Long, Box 293, Hopkinsville, Ky., wants prices on elevator for \$20,000 fireproof office building.

Elevators.—G. D. Samuel, 702 Pacific Ave., Houston, Tex., wants to correspond relative to elevators.

Engine.—Bennet Nooe, Pittsboro, N. C., wants prices on 35 or 40-horse-power engine.

Engine.—Hayworth Roll & Panel Co., High Point, N. C., wants prices on 75 to 100-horse-power Corliss engine.

Engine.—Sprinkle Cotton Gin Co., H. A. Johnson, president, Sprinkle, Tex., wants engine to operate five-gin plant. (Wants address incomplete.)

Engine.—See "Laundry Machinery."

Feed Heater.—W. T. Drury, Morganfield, Ky., wants prices on boiler-feed heater.

Fire Apparatus.—Chamber of Commerce, J. H. Neisler, secretary, Reynolds, Ga., wants prices on 2½-inch hose, hose reels, hook-and-ladder truck, alarm bells, 4 and 6-inch pipe and hand chemical extinguishers. (See "Water-works.")

Fire Curtain.—Sallsbury Cotton Mills, Sallsbury, N. C., wants addresses of manufacturers of metallic curtains to close down automatically over store front in case of fire.

Fire Engine.—City of Texarkana, Ark., will receive bids until February 22 on combination automobile fire engine. Address E. D. Lingard, secretary Board of Public Affairs.

Fire Engines.—Thomas H. Simms, City Clerk, Texarkana, Ark., wants to correspond with manufacturers of automatic fire engines.

Fireplaces.—O. E. Hatchett, Bay City, Tex., wants four open fireplaces (Aldine preferred).

Flooring.—A. A. Hicks, Oxford, N. C., is interested in hardwood floors.

Folding Machine.—See "Printing Press."

Foundry and Machine-shop Equipment.—Talladega Foundry & Machine Co., Talladega, Ala., will receive proposals about February 5 on equipment for plant.

Gasoline Launch.—Bettison Fishing Pier Co., W. J. Chapman, president, Galveston, Tex., may want gasoline passenger launch.

Glass.—Rev. J. W. Goodgame, 1525 F St., Birmingham, Ala., wants prices on stained glass.

Glass-making Machinery.—Muskogee Ornamental Glass Works, 329 East Broadway, Muskogee, Okla., will open bids March 15 for plate-glass levelling wheels and motor.

Grates.—G. D. Samuel, 702 Pacific Ave., Houston, Tex., wants to correspond relative to grates.

Hardware.—See "Building Material."

Hardware.—Waring Manufacturing Co., Huntsville, Mo., wants two-inch wagon-bow staples; two-inch loose-pin door butts; screen-door pulls; three-pound tinned iron rivets; door buttons; one-inch brads.

Hardwood.—See "Flooring" and "Mantels."

Heating Apparatus.—See "Government and State Buildings" under Va., Danville.

Heating Apparatus.—See "Government and State Buildings" under Tenn., Jackson.

Heating Plant.—G. D. Samuel, 702 Pacific Ave., Houston, Tex., wants to correspond relative to heating plant.

Heating Plants.—James Lee Long, Box 293, Hopkinsville, Ky., wants prices on heating plant for \$20,000 office building.

Heating Plant.—Building committee of First Evangelical Lutheran Church, Richmond, Va., will receive bids until February 7 for heating and ventilating for church, parsonage and Sunday-school room of buildings at Monument Ave. and Lombardy St.; alternate bids as follows: Direct steam or vapor system; indirect system of steam and ventilation; warm air system of heat and ventilation; plans and specifications on file at above office; Charles M. Robinson, architect, 10th and Main Sts., Richmond, Va.

Heating Plants.—State Board of Agriculture, Charles F. Barrett, secretary, Guthrie, Okla., will receive bids until February 24 for construction of \$1200 heating plant at Panhandle Agricultural Building, Goodwell, Okla., and \$4000 heating plant at Connell State School of Agriculture, Helena, Okla. (See "Schools," Oklahoma.)

Hoisting Engine.—Hobbs-Ives Equipment & Machinery Co., Seaboard Bank Bldg., Norfolk, Va., in market for 12-horse-power single-drum gasoline hoisting engine.

Hoisting Engine.—C. H. Winn, Houston, Tex., wants 14-horse-power double-drum and double nigger-head hoisting engine.

Implement Manufactures.—Johan Christian Baumgarten, Schulenburg, Tex., wants to correspond relative to having patent harrow manufactured on royalty.

Iron.—See "Building Material."

Iron and Steel.—U. S. Engineer Office, Dallas, Tex. Sealed proposals for iron and steel delivered at Herrington, Tex., on Gulf, Colorado & Santa Fe Railway, will be received until March 5; information furnished on application to A. E. Waldron, Captain, Engineers.

Ivory Buttons.—Emil Zerkowitz, Hungarian Councillor, 49 Exchange Pl., New York, wants addresses of manufacturers and importers of buttons made from vegetable ivory.

Key Seater.—James A. Montgomery, 1250 Brown-Marx Bldg., Birmingham, Ala., wants key-seating machine for shafting.

Level.—Dow Wire and Iron Works, Frank-

ling and Buchanan Sts., Louisville, Ky., wants contractors' level; new or second-hand.

Lighting Fixtures.—G. D. Samuel, 702 Pacific Ave., Houston, Tex., wants to correspond relative to gas and electric-light fixtures.

Lighting Fixtures.—J. G. Duval, Weldon, N. C., wants prices on electric-light fixtures.

Machine Tools.—American Well Works, Aurora, Ill., contemplates adding machine tools, including turret lathes, vertical boring mills, engine lathes, multiple spindle drills, etc., for manufacturing centrifugal pumping machinery.

Machine Tools.—Dixie Motor Car Co., P. O. Drawer 518, Frederick, Okla., will open bids February 10 on lathes, radial and multiple drills, boring mills, milling machines, gear shapers, etc.

Machine Tools.—Blomberg Automobile Co., Memphis, Tenn., wants 18-inch by 8-foot lathe; also drill press.

Mantels.—J. G. Duval, Weldon, N. C., wants prices on cabinet mantels.

Mantels.—G. D. Samuel, 702 Pacific Ave., Houston, Tex., wants to correspond relative to mantels.

Mantels.—A. A. Hicks, Oxford, N. C., is interested in hardwood mantels.

Metal Ceiling.—G. D. Samuel, 702 Pacific Ave., Houston, Tex., wants to correspond relative to metal ceiling.

Metal Front.—Claude H. Brady, P. O. Box 163, Roanoke, Va., wants to correspond relative to metal fronts.

Metal Shingles.—J. G. Duval, Weldon, N. C., wants prices on galvanized metal shingles.

Metal Shingles.—G. D. Samuel, 702 Pacific Ave., Houston, Tex., wants to correspond relative to tile or metal shingles.

Nailing Machine.—Elizabeth River Box Co., South Norfolk, Va., wants prices on nailing machine.

Oil.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until February 21 for furnishing locomotive-engine oil, valve oil, car oil, stationary-engine oil, marine-engine oil, air-compressor cylinder oil, gas-engine oil, and black and yellow lubricating grease. Blanks and general information relating to Circular No. 557 may be obtained at above office or office of assistant purchasing agents, 24 State St., New York; 55 National Realty Bldg., New Orleans; 1066 North Point St., San Francisco, Cal.; also from U. S. Engineer office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill.; and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Organ.—Rev. J. W. Goodgame, 1525 F St., Birmingham, Ala., wants prices on church organ.

Paper Buckets, etc.—Shamrock Mills Co., Winston-Salem, N. C., wants information and prices on hard paper cans and buckets for gathering waste from mill machines.

Paving, etc.—Bids will be received at office of J. P. Foster, City Clerk, Atlanta, Ga., until February 7 for following work and material for 1910: Furnishing and setting granite and concrete curbing, furnishing material and laying brick, tile and sheet-cement sidewalks and constructing such sewers as may be authorized during year (exclusive of sewers authorized by bond issue), furnishing Portland cement, vitrified sewer pipe and casting for sewer work. Specifications furnished on application to City Engineer.

Paving.—Bids will be received at office Board of Public Works, Mobile, Ala., until February 9 for construction of 300 square yards of cement sidewalk pavement in and around Washington Square; also for construction of cement pavement on St. Francis, St. Michael and Conti Sts., from Water to Commerce Sts.; Conti, Dauphin, St. Francis and St. Michael Sts., from Commerce to Front Sts., and Planters and Exchange alleys; bids to be made in accordance with plans and specifications of engineer; Wright Smith, chief engineer; J. T. Schley, president Board of Public Works.

Paving.—J. B. Winslett, City Secretary, Dallas, Tex., will open bids February 11 for improvement of Austin St. between Commerce St. and Jackson St.; each bidder to bid separately on following materials: Vitrified brick, vitrified brick paving block, concrete curb, concrete gutter, combination curb and gutter; each bidder to bid according to

terms of specifications and separate bid as provided by specifications, on cost of pavements with maintenance bond for term of years and on cost without maintenance bond; certified check, \$100.

Pier and Railroad.—Sealed proposals, indorsed "Proposals for Piers," will be received at Bureau of Yards and Docks, Navy Department, Washington, D. C., until March 5 for constructing torpedo-boat piers, coaling pier and railroad track at United States Navy-yard, Charleston, S. C. Plans and specifications can be obtained on application to bureau or to commandant of navy-yard named; R. C. Hollyday, chief of bureau.

Pile and Crib Work.—U. S. Engineer Office, Wheeling, W. Va. Sealed proposals for constructing pile and crib guide walls for locks Nos. 4-11, Kanawha River, will be received until February 24; information on application; F. W. Altsaetter, Captain, Engineers.

Plaster Substitute.—G. D. Samuell, 702 Pacific Ave., Houston, Tex., wants substitute for plaster walls such as paper or wood-fiber board.

Plumbing and Gasfiping.—See "Government and State Buildings" under Va., Danville.

Plumbing and gasfiping.—See "Government and State Buildings" under Tenn., Jackson.

Printing Press.—Technisch Bureau De Jongen Kneppers, 23 Alexander Battalaan, Maastricht, Holland, wants press for printing form 55x95 centimeters or 50x85 centimeters, measured from inside of frame, with a perfect registration, and connected with a folding machine for two sizes; capacity 1000 to 1200 pieces hourly.

Rails.—E. A. Poe Brick Co., Fayetteville, N. C., wants about 5000 linear feet 12-pound relaying rails. Quote price delivered.

Rails.—Southern Equipment Co., 19 Young St., Houston, Tex., wants five miles 60-pound and eight miles 70-pound relaying rails.

Rails.—Morris-Small Company, Columbus, Ga., wants 12 to 15 tons 30 to 35-pound relay rail, with spikes, bolts; give quotations f. o. b.

Reinforcing Material.—T. A. Lindsey, Commerce, Tex., wants reinforcing material for boiler-room floors for \$26,000 school building.

Road Construction.—Highways Commission, E. Stanton Bosley, secretary, Towson, Md., will open bids February 17 for grading and macadamizing road between Mount Washington and Brooklandville, known as Falls Rd., Section 2; distance, 3.20 miles; proposals to be made on form furnished by State Geological Survey Commission, to be made through its office in Baltimore, Md.; certified check, \$200.

Roofing.—T. A. Lindsey, Commerce, Tex., wants gravel roofing for \$26,000 school building.

Sacks, etc.—Cumberland Mills, Cumberland, Va., wants prices on cotton-meal sacks and burlap chop sacks; stencilled.

Safe, etc.—Texas Title Guarantee Co., 406 Conroy Bldg., San Antonio, Tex., wants prices on safe, vault and bank fixtures.

Scale Remover.—W. T. Drury, Morganfield, Ky., wants prices on scale-removing compounds.

Scales.—W. T. Drury, Morganfield, Ky., wants prices on track scales.

Screens.—Starnes Coal Co., 117 North 21st St., Birmingham, Ala., wants information on cylinder screens to screen approximate output. Seating.—Rev. J. W. Goodgame, 1525 F St., Birmingham, Ala., wants prices on seating for proposed \$20,000 edifice.

Seating.—G. W. Davis, Matthews, N. C., wants addresses of manufacturers of church seats, put of 400 tons coal per day; to make three sizes (or grades).

Sewer Construction.—City of El Paso, Tex., postponed date of opening bids from February 3, as recently stated, to March 3, for construction of refuse incinerating and sewage pumping station, force main and sewage disposal works, exclusive of furnaces, pumps and machinery; Hering & Fuller, 170 Broadway, New York, are consulting engineers; Percy McGhee, City Clerk. (Full particulars recently stated.)

Sewer Construction.—City of El Paso, Tex., postponed date of opening bids from February 3, as lately stated, to March 3 for furnishing labor and material for construction of refuse incinerator, steel stack and sewage pumping station equipment, with appurtenances. Hering & Fuller, 170 Broadway, New York, are consulting engineers; Percy McGhee, City Clerk. (Full details recently noted.)

Sewer Construction.—Bids will be received by City Clerk, McAlester, Okla., until February 7 for constructing 19,274.9 linear feet

8-inch vitrified sewer; 400 linear feet 8-inch cast-iron sewer; 700 linear feet 6-inch cast-iron sewer; above is aggregate amount of eight district sewers (payment in tax warrants) and two public sewers (payment in cash); certified checks, 10 per cent. each bid. For further particulars address J. M. Ganaway, City Clerk.

Sewer Invert Bricks.—Office of Commissioners District of Columbia, Washington, D. C. Proposals will be received until February 9 for furnishing rectangular repressed vitrified sewer invert bricks for use during fiscal year ending June 30, 1910. Blank forms of proposal, specifications and necessary information may be obtained upon application to property clerk, D. C. District Bldg., Washington, D. C.; Cuno H. Rudolph, John A. Johnston, William V. Judson, Commissioners D. C.

Shafting, Pulleys, etc.—Southern Equipment Co., 19 Young St., Houston, Tex., wants quantity of shafting, hangers and pulleys for Southern delivery.

Shears.—F. Briggs, 517 Franklin St., Napa, Cal., wants to correspond relative to placing order for manufacture of pruning shears.

Sheet Metal.—Waring Manufacturing Co., Huntsville, Mo., wants No. 26 24x96-inch sheet metal.

Showcase Materials, etc.—Ruby Manufacturing Co., D. H. McGregor, president, Ruby, S. C., wants prices on showcase materials and fixtures.

Skidder.—P. O. Box 623, Savannah, Ga., wants cableway skidder; Lidgerwood new model preferred.

Standard Clock System.—See "Government and State Buildings" under Tenn., Jackson.

Steam Separators, etc.—W. T. Drury, Morganfield, Ky., wants prices on two or three steam separators or drier.

Steam Shovel.—Hobbs-Ives Equipment & Machinery Co., Seaboard Bank Bldg., Norfolk, Va., in market for a No. 1 Thew shovel for sewer work; second-hand; prompt delivery.

Steel.—See "Building Material."

Strawboard Fillers.—Ronda Coop & Egg Case Co., Ronda, N. C., wants addresses of manufacturers of strawboard egg-case fillers in Central and Eastern States.

Super-phosphate.—Emil Zerkowitz, Hunga-

rian Commercial Councillor, 49 Exchange Pl., New York, wants names of manufacturers of super-phosphate in States near Atlantic coast.

Tipple.—W. T. Drury, Morganfield, Ky., wants prices on tipple for plant at Waverly, Ky.

Vinegar Machinery and Supplies.—N. T. McManaway, Lovingson, Va., wants data on manufacture of vinegar and prices on machinery and supplies.

Wagon.—City of Greensboro, N. C., wants police patrol wagon. Send catalogue, description and prices to T. A. Glascock, chairman police committee.

Water-works.—J. W. Ellison, Waynesboro, Va., wants information and prices on erection of 100,000-gallon water tank or standpipe of reinforced concrete or steel construction; for city water-works.

Water-works.—City of Dallas, Tex., has postponed date of opening bids for construction of foundation for pumping station, building dam, spillway and other appurtenances at White Rock reservoir site from February 16, as lately stated, to February 28; J. B. Winslett, City Secretary. (Further facts given in recent item.)

Water-works.—Chamber of Commerce, J. H. Neisler, secretary, Reynolds, Ga., wants prices on filters, hydrants, etc., for complete equipment water-works system for "third-class town." (See "Fire Apparatus.")

Wheel Press.—John F. Riley Foundry and Machine Works, Charleston, S. C., wants second-hand wheel press; to take in wheels five feet high; give price and description.

Wire Screens.—Office of Constructing Quartermaster, Fort Sam Houston, Texas. Sealed proposals will be received until February 25 for furnishing and installing wire screens in two new wards of post hospital, Fort Sam Houston, Texas. United States reserves the right to reject any or all bids. Bidders must state name of manufacturer whose goods they propose to furnish. Sealed envelopes containing proposals should be marked "Proposals for Screening Hospital Wards" and addressed to Tillman Campbell, Constructing Quartermaster.

Woodworking Machinery.—Fly Escape Screen Co., Cave Spring, Ga., wants medium-sized resaw, sash clamp and foot-treadle cut-off saw.

INDUSTRIAL NEWS OF INTEREST

Establishes Office at Asheville.

Announcement is made that G. Hamilton Holmes, C. E., has established offices at 78 Patton Ave., Asheville, N. C., for general engineering practice.

Establishes Office at Pittsburg.

The Atlantic Equipment Co., 30 Church St., New York, announces that it has established an office at 2101 Beaver Ave., Pittsburg, Pa., which will be in charge of H. Kleinhans as manager.

For General Engineering Practice.

Charles E. Weddell, member American Society Mechanical Engineers and American Institute Electrical Engineers, announces that he has established an office at 78 Patton Ave., Asheville, N. C., for a general engineering practice.

The Contractors' Material Co.

The Contractors' Material Co., 208 Security Bldg., Oklahoma City, Okla., has recently incorporated for the purpose of handling, as jobbers, all kinds of building materials. The company will also act as manufacturers' agent and desires to communicate with manufacturers who have no representatives in its territory.

Removes Its Office.

The Continental Heater & Radiator Co. announces that it has removed its offices from 409 Mutual Bldg., Richmond, Va., to 712-718 Hull St., Manchester, Va., where it has erected a foundry and installed the necessary machinery for general foundry work in connection with the manufacture of its hot-water heaters.

International Asbestos Association.

The International Asbestos Association was recently organized at a meeting held in New York, including in its membership representatives of American and Canadian mine owners and manufacturers. Among these were the Amalgamated Asbestos Corporation (Limited), Keasbey & Mattison Company, Philip Carey Manufacturing Co., Asbestos Protected Metal Co., Franklin Manufacturing Co., H. W. Johns-Manville Company, Sall Mt. Asbestos Manufacturing Co.,

Ling Asbestos Co. and the United States Asbestos Co. It is announced that the purpose of the association are the general exploitation of the uses of asbestos, particularly in the field of fireproof construction; co-operation between consumer and producer, cultivation of new markets, etc. Its officers include T. F. Manville, president; R. V. Mattison, Jr., vice-president; R. P. Doucet, secretary.

Farm and Ranch Land for Sale.

Parties interested in the purchase of farm and ranch land in Texas suitable for a stock farm or other purposes are invited to communicate with H. Van der Stucken, Menardville, Tex. The property involved consists of 2292 acres, with two and one-half miles of river-front, and contains a number of improvements and pecan timber.

Will Represent Manufacturers.

Charles F. Stone, Candler Bldg., Atlanta, Ga., represents manufacturers to the hardware jobbing trade in the South Atlantic States and advises that he wants to make two or three more good connections. Manufacturers who desire to place their products before the trade in this section are invited to correspond with him.

Receives Orders for Pipe.

The McWane Pipe Foundry, Lynchburg, Va., which recently shipped 26 carloads of cast-iron pipe to the Government at Guam, according to current reports, will ship six additional carloads for use in the construction of the Navy coaling station on Guam Island. It is stated that the McWane company will also shortly send six carloads of 60-inch pipe to Baltimore for shipment to Panama.

Receives Important Order for Cars.

Among important orders recently received by the Raleigh Iron Works Co. of Raleigh, N. C., is one from the Shaw Land & Timber Co. of Ivor, Va., for ten 30,000-pound logging cars equipped with improved draft rigging and safety stakes. The Raleigh Iron Works Co. manufactures logging cars, sawmills, engines, etc.; rebuilds locomotives, and

makes a specialty of gray iron and brass castings.

Opening for Commercial Secretary.

The Chamber of Commerce of Talladega, Ala., desires the services of a competent man as secretary of that organization. It prefers a man from the middle West who understands the agricultural situation with a view of promoting immigration to Alabama from that section. The position will pay a good salary, and information regarding it will be promptly supplied upon application to the Chamber of Commerce.

Consulting Engineers and Mining Geologists.

Among new industrial organizations is that of Grady & Shorkley, consulting engineers and mining geologists, 700 Empire Bldg., Knoxville, Tenn. Mr. Grady was formerly with the Lehigh Coal & Navigation Co., Lansford, Pa., as chief mechanical engineer, and Mr. Shorkley was formerly with the Bethlehem Steel Co. in the Moa iron field of Cuba, in charge of exploration work. Grady & Shorkley are in a position to do general engineering work, but specialize in coal-mining plants.

Berger Company's Atlanta Offices.

The Berger Manufacturing Co., manufacturer of metal ceiling, sheet-metal roofing, etc., Canton, Ohio, has established South-eastern territorial offices at Atlanta, Ga. These offices are in the Rhodes Bldg., and will give attention to Berger trade in the territory between North Carolina and New Orleans. J. H. Deering is the manager of the Atlanta offices and will meet the demand of the trade in North and South Carolina, Georgia, Florida, Tennessee, Alabama and the city of New Orleans.

Louis E. Kaiser Removes Office.

Louis E. Kaiser, successor to H. Bealmer & Co., specialist in time-recording devices, announces that he has removed his office from 506 Phoenix Bldg., 2 East German St., to 3 South Liberty St., Baltimore, Md. In addition to his former lines, including clocks for all purposes, dials, repairs, etc., Mr. Kaiser is now representing the Cincinnati Time Recorder Co., 1725 Central Ave., Cincinnati, Ohio. Among his other connections are the Newman Clock Co., Chicago, Ill.; The Timekeeper Co., Chicago, Ill.; the Nanz Clock Co., New York city, and others.

The Dixie Motor Car Co.

Browne Cornelson, 302 Scott Thompson Bldg., Oklahoma City, Okla., announces that he has located the Dixie Motor Car Co. at Frederick, Okla., and work will soon commence on the erection of its plant. The building will be of concrete construction, 100x240 feet, two stories high, and equipped for the manufacture of five and seven passenger cars, the leading product to be the Dixie Flier. Officers of the company include R. C. Benner, president, and W. E. Taylor, secretary and treasurer. C. M. Fuller, John A. Pulliam and other Eastern capitalists are also interested in the enterprise.

Road and Street-Making Machinery.

The Good Roads Machinery Co., Kennett Square, Pa., announces that it has concluded arrangements for the exclusive sale of the road and street-making machinery, contractors' tools and supplies manufactured by the Climax Road-Machine Co., Marathon, N. Y.; Monarch Road-Roller Co., Groton, N. Y., and the Indiana Road-Machine Co., Fort Wayne, Ind., in addition to the products of the American Road-Machine Co., Kennett Square, Pa. Branch offices of the Good Roads Machinery Co. are located at Marathon, N. Y.; 36 S. Market St., Boston, Mass.; 114 Liberty St., New York; Groton, N. Y.; Albany, N. Y.; 162-33 Oliver Bldg., Pittsburg, Pa.; Charlotte, N. C.; Atlanta, Ga.; Memphis, Tenn.; Birmingham, Ala.; Fort Wayne, Ind.; Dallas, Tex.; Los Angeles, Cal.; San Francisco, Cal.; Portland, Ore.; Spokane, Wash.; Seattle, Wash., and Minneapolis, Minn.

Sales of Ice and Refrigerating Machinery.

Recent sales of ice and refrigerating machinery manufactured by the Vilter Manufacturing Co., Milwaukee, Wis., include the following: 100-ton refrigerating machine and connections, to Port Arthur (Tex.) Water Co.; 100-ton refrigerating machine to Milwaukee (Wis.) Brewery Co.; ammonia fittings to Imperial Refrigerating Co., Osaka, Japan; 32-ton double-acting refrigerating machine to Port Townsend (Wash.) Brewing Co.; headers, valves and accumulators to Jefferson Ice Co., Philadelphia, Pa.; 12-coil atmospheric ammonia condenser to Pittsburg (Pa.) Brewing Co.; 3-coil atmospheric

ammonia condenser to People's Ice Co., Carthage, Mo.; 40-ton refrigerating plant and 15-ton ice tank to Bellville (Tex.) Promoting Co.; 55-ton refrigerating plant, driven by 24-inch horizontal Corliss engine, to Yeorg Brewing Co., St. Paul, Minn.; 90-ton refrigerating plant, driven by 18x42-inch horizontal Corliss engine, to Swift & Co., Chicago, Ill., and others.

Combination Punches and Shear.

The Covington Machine Co. of Covington, Va., reports an increased demand for combination punches and shears. It recently sold a triple combination machine to the Maryland Steel Co. at Sparrows Point, Md. In order to take proper care of its trade the company has made arrangements with the Wiener Machinery Co. of 50 Church St., New York city, to manage its Eastern sales office, which is located in the Hudson Terminal Bldg., Room No. 379. A large stock of the machines will be held in Jersey City in order to make prompt deliveries.

A New Automatic Electric Clock.

Time is an important question with railroads, commercial enterprises and other industrial operations, and for this reason a new automatic clock recently invented and patented by R. D. Hickok of Atlanta, a practical watchmaker and electrician, should be the subject of interesting investigation. This system is manufactured by the Electric Clock & Instrument Co., 516-17 Fourth National Bank Bldg., Atlanta, Ga., which has recently constructed and equipped a factory for this purpose and to manufacture electric measuring meters. Its clock system is claimed to be almost perfect in its accuracy, varying but a few seconds in a year, and of remarkable simplicity. Neither the master clock nor the secondary clocks have springs or weights to be wound up, and there are no points of electric contact in the secondaries to corrode. It is said that the master clock will operate any number of secondary clocks, and the system is equally adapted to service in residences, public buildings and other places. The Atlanta Terminal Co. has ordered this equipment for its offices and waiting rooms to replace other clocks and systems which it formerly had in use.

Recent Commissions for Dodge & Day

Recent commissions executed by Dodge & Day, engineers, Philadelphia, Pa., include one involving the expenditure of about \$400,000 for new buildings and improvements for the Warner Bros. Company, Bridgeport, Conn. This work embraced the erection of three large structures for manufacturing purposes and one large central power plant, special attention being given to heating, ventilating and fire protection. Preliminary work was begun last March and the buildings completed by January 1, 1910. During the process of construction and moving the entire method of power transmission was changed to the electric drive. The Cincinnati Bickford Tool Co. also employed these engineers to prepare plans and specifications and superintend the construction of the company's new plant at Oakley, Ohio, near Cincinnati. Preliminary work has been completed and detailed plans are now in course of preparation, construction work to begin within a short time in order to have the plant ready for operation by the summer of 1910. The plans contemplate office and service buildings, the manufacturing department to be housed in single-story buildings with saw-tooth roofs and adjacent to a high bay erecting shop building, automobile garage and other structures. Dodge & Day were also recently retained by the Hampton (Va.) Normal and Agricultural Institute to investigate the advisability of installing an isolated electric plant instead of purchasing power from the local central station companies as at present. In their report they advised against the feasibility of this plan, and the institute decided against the installation.

York Manufacturing Co.'s Sales.

Recent sales of ice and refrigerating machinery by the York Manufacturing Co. of York, Pa., include the following: Two 40-ton cross-compound machines, compression side and brine coolers for the Pennsylvania Terminal Station, New York city, to Westinghouse, Church, Kerr & Co., New York; 6-ton ice-making plant to T. G. Roberts, Red Oak, Ga.; 1-ton refrigerating plant to Wade & McCoy, Republic, Mo.; one 20-ton high-pressure side and direct-expansion piping for Pittsburgh branch, and one 10-ton high-pressure side and direct-expansion piping for the Philadelphia branch of Morris & Co., Chicago, Ill.; one 20-ton ice-making plant to People's Ice Co., Newbern, N. C.; one 50-ton ice-making plant to Audubon Ice Manufacturing Co., New Orleans, La.; one 25-ton ice-

making plant to Central Texas Ice and Bottling Works, Teague, Tex.; one 8-ton refrigerating plant for Oak Ridge Farm, Oak Ridge, Va., to Westerberg & Williams, New York city; one 100-ton can and 75-ton plate ice-making plant with two 200-ton compound refrigerating machines to American Ice Co., Philadelphia, Pa.; one 2-ton refrigerating plant to United Iron Works, Oakland, Cal.; one 10-ton ice-making plant to W. B. Jones & Co., Kenedy, Tex.; one 150-ton high-pressure side, 40-ton freezing and 50-ton distilling system to Paducah (Ky.) Brewing Co.; one 35-ton high-pressure side to Polar Wave Ice & Fuel Co., St. Louis, Mo.; one 5-ton ice-making plant to Edna (Tex.) Ice & Light Co.; one 4-ton and one 6-ton refrigerating plant to the Kent Company, Ltd., Montreal, Can.; one 7-ton ice-making plant to D. A. Lykiardopulo, Mersina, Turkey, and others.

Announces Change in Management.

An announcement of industrial interest is made by the Yale & Towne Manufacturing Co., general offices, 9 Murray St., New York, which states that F. A. Hall, who for 20 years has been connected with its chain-block department and during the last 12 years as its manager, has tendered his resignation to accept the position of vice-president of the Cameron Engineering Co. of Brooklyn, N. Y. R. T. Hodgkins, who for several years past has acted as Mr. Hall's assistant, has been appointed to succeed him as manager of the chain-block department. The experience he has acquired in his long connection with the department qualifies him fully to conduct its work efficiently and successfully. In announcing Mr. Hall's retirement the company records its regret at the separation it implies and expresses its best wishes for his success in his new undertaking.

Installed Westinghouse Equipment.

The Amarillo (Tex.) Water, Light & Power Co. has recently installed a Westinghouse bituminous gas-producer plant for supplying its 300-horse-power Westinghouse gas-engine-driven alternator set. This new bituminous type T producer is charged with coal costing \$3.50 to \$4.75 per ton, and delivers fuel gas having a calorific value of 110 effective B. T. U. per cubic foot. The gas engine is of the single-crank horizontal type, with cylinder 18x26 inches, and delivers 300-brake horsepower. Three-phase 60-cycle power, generated at 2300 volts, is used for local lighting and power in Amarillo. The development of a successful bituminous gas-producer plant has received the attention of the engineers of the Westinghouse Machine Co. of Pittsburgh for several years, and in this direction severe and prolonged tests were carried out on the apparatus before the present highly successful bituminous producer was placed on the market. The results of these tests, both in the experimental plant at East Pittsburgh and in the installations which have since been put to active service, have conclusively proved the practical utility and economy of this bituminous producer for converting into gas the fuel properties of even such widely diverse materials as the leanest Texas lignite or the best Pennsylvania bituminous coal.

Lubricants as Business Barometers.

It is perhaps true that there are few industries whose members are as well qualified to judge of the outlook for the future as the lubricating industry. Lubricants are used wherever the wheels of industry revolve, and any slackening or increase in the speed of the wheels is immediately reflected by a corresponding decreased or increased demand for lubricants. Adam Cook's Sons of New York city, makers of "Albany" grease, and among the oldest and best-known lubricant manufacturers, state: "If you want to know how business is doing, ask the lubricant manufacturers. The sale of lubricants is as sensitive a barometer of business as the quotations on the stock exchanges of New York, London, Paris and Berlin." This company's sales books reflect an unusually satisfactory and healthy condition of affairs not only for the past year, but for 1910 as well. There is also indicated much activity not only in one, but in many branches of industry, as "Albany" grease is used as a lubricant for all classes of machinery, from dredging equipment to automobiles and motor boats. A factor which Adam Cook's Sons deem largely responsible for their constantly increasing volume of sales is the growing appreciation among users of the predominating advantages of a lubricant like "Albany" grease. This product is well known among plastic lubricating compounds, and has been on the market for over 40 years. It is claimed that its purity, scientific manufacture and widespread appli-

cability are additional factors that account for its great success.

F. A. Hall With Cameron Company.

The Cameron Engineering Co., 150 Herlieman St., Brooklyn, N. Y., announces the election of F. A. Hall as vice-president and treasurer. The company controls a number of patents relating to the overhead transportation or conveying of work and material covering hangers, switches, turntables and ball-bearing trolleys. The company was established by Ewan Cameron and Murdo MacDonald as a working partnership in the present location about 12 years ago. The business was afterward incorporated and the plant enlarged. Mr. Hall began with the Yale & Towne Manufacturing Co. over 20 years ago as a toolmaker and draughtsman, being promoted to a position as engineer in the design of light cranes and overhead track in 1890. Continuing in that capacity for several years (during which, as assistant to the chief engineer, he designed the bridge for the 20-ton 80-foot-span electric traveling crane exhibited by the Yale & Towne Manufacturing Co. at the World's Fair in 1893), he was afterwards placed as foreman in charge of the chain-block shop for the purpose of placing the manufacture of these articles on a more economical and efficient basis. Mr. Hall's new work will not conflict in any way with his previous work with the Yale & Towne Manufacturing Co., but it is expected that the further commercial development of overhead tracks and trolleys will greatly increase the demand for chain blocks and electric hoists.

TRADE LITERATURE.

The Elyria Gas Engines.

Bulletin No. 15, issued by the Elyria Gas Power Co., Elyria, O., presents illustrations and comprehensive descriptive data regarding the "Little Big Engine" manufactured by this company. Reference is made to the type, design and construction of all its parts, including frame, main bearings, cylinders, cylinder heads, connecting rod, piston and all other features.

Fertilizer Machinery.

A catalogue illustrative and descriptive of the fertilizer machinery which they manufacture has recently been issued by Walker & Elliott, Wilmington, Del. This company has designed and manufactured fertilizer machinery for 25 years, employing modern methods of design and construction. Among their products are large iron double and single mixers for wet and dry mixing, frame mixers, crushers, pulverizers, disintegrating mills, dump cars, screens, roll machines and other equipment.

Steel-Plate Fans.

"Steel Plate Fans" is the title of an attractive 56-page pamphlet issued by the Green Fuel Economizer Co. of Matteawan, N. Y. Besides giving tables of pressure, velocity, horse-power, etc., necessary for moving air, the pamphlet also goes into the discussion of efficiency and cost of operation as compared to the first cost of fans, takes up the various methods of construction and balancing, and points out the necessity of having each fan suited to the particular requirements of an installation. This book will be sent free to interested parties.

Blanc White Portland Cement.

A booklet recently issued by the Blanc Stainless Cement Co., Allentown, Pa., shows the contrast between the old and new Lehigh Valley of Pennsylvania. It presents many pleasing illustrations of old and modern structures, on the latter of which Blanc Portland cement has been used in some manner, illustrating its identification with progress. This product may be used for stucco, facing blocks, artificial stone, plaster, for making partitions, fountains and ornaments, stone setting and other purposes. The booklet is interesting, and contains statistics showing the tests of Blanc white Portland cement compared with foreign stainless cements and with the best gray Portland cements.

Canning Machinery and Supplies.

A general catalogue of canning machinery and supplies has recently been issued by A. K. Robins & Co., 724 and 726 East Pratt St., Baltimore, Md. This company was established in 1855, and since then has followed closely the many improvements in the manufacture of canning machinery and supplies required for a modern canning plant. It keeps a complete stock of this equipment on hand and is prepared to furnish all requirements for a plant from 2000 to 50,000 cans per day. Some of the products illustrated and described in the Robins catalogue include

vertical tubular steam boilers and engines, scalders and washers, scalding baskets and buckets, peeling conveyors, tomato fillers, liquid filler and syrup machines, boxing machines, trucks, pea-canning machinery, kettles and all other equipment for canning plants.

Tartex.

A new reinforced waterproofing felt which has recently been introduced is known as Tartex. This product is intended to meet the demand for a waterproofing felt of great tensile strength, and is particularly recommended by its manufacturer where the conditions are such as to make application of materials very difficult. It is manufactured by the Barrett Manufacturing Co. of New York, Philadelphia and other cities, and is constructed of tarred felt and cotton drilling in such a way as to make it unusually pliable. A folder which the company is distributing describes this product and presents a view of the Pennsylvania Station at 33d St., New York, on which Barrett Specification pitch and felt have been used exclusively. The Barrett Manufacturing Co. has also furnished 3,000,000 pounds of pitch for the tunnels connecting with the station and extending across Manhattan Island.

Universal Sash, Bars and Store Fronts

In presenting its fourth annual catalogue illustrating and describing its Universal sash bars and store fronts and their adaptability for the service intended, the Voltz Manufacturing Co., 1101 and 1103 South 8th St., St. Joseph, Mo., calls the attention of architects and builders to the merits of these products. The bar, it is claimed, is no copy or modification of any other type, but is a departure from all known lines, at the same time a practical and sensible device for holding plate glass. It provides for the expansion and contraction of the glass and for the settling of the buildings without breaking the plates, and makes any and all angles without cutting or fitting. It is said to meet every condition of store-front construction, and is used for corners, divisions, transoms, mullions, sills, jams, circles, domes and angles.

A System for Handling Transit Items

In its new booklet entitled "A System for Handling Transit Items" the Burroughs Adding Machine Co. of Detroit has fully described and illustrated a practical, efficient method of handling transit items in a modern bank. This booklet has for its introduction an interesting address entitled "The Numerical System in the Transit Department," which was delivered by C. R. McKay, manager transit department, First National Bank, Chicago, before the Clearinghouse Section of the American Bankers' Association in convention at Chicago September 13 to 18, 1909. The latter portion of the booklet is devoted to a detailed description of the system, with illustrations of the forms used by representative banks. The system itself involves the numbering of banks and depositors having transit items, so that out-of-town checks passed through a bank for collection can be identified by numbers instead of names of banks upon whom drawn, drawee, etc.

Toiling and Tilling the Soil.

It is stated that the first step toward civilization was marked by the employment of a crooked stick to till the soil, man using first the force of his own muscles and later to apply the power of the animal to the work. Upon cultivating the soil he became the master of the plants and shaped them to serve his purposes. With the coming of the plow the savage life of the hunter and the nomad life of the herder gave way to that settled agriculture which now yields our food supply and upon which rests our modern civilization. But in the development of agriculture, changing methods and means of labor have been constantly employed. It is estimated that the plowman and his horses travel 5300 miles to plow one square mile of land, and to plow four and one-half square miles they must travel farther than around the earth at the equator. More power, it is said, is expended each year in turning the soil than is consumed on all the railways, street cars and automobiles combined, or in all the factories. In the development of machinery for the farm, whereby labor and cost of operation are being minimized, M. Rumely & Co. of La Porte, Ind., have been prominent. This company within the past three years has doubled the size of its plant and is already planning more facilities to supply the increasing demand for its products. It claims that its policy, from the establishment of its business in 1853, has been to produce every machine a little better than it has to be, basing its success upon the

design, material and manufacture of its implements. Among its products is an "oil-pull" tractor for plowing and other purposes, which is claimed to plow one acre of ground with three gallons of kerosene at a cost of 75 cents. The story of this invention and the development of the machine is interestingly told by illustration and description in a booklet which the company has issued. This publication is entitled "Tilling and Tilling the Soil," and in addition to its numerous illustrations in ink, presents a number of pleasing views in colors.

OBITUARY.

James W. Fuller Dead.

The Lehigh Car, Wheel & Axle Works, Catasauqua, Pa., announces the death of its president, James W. Fuller, which occurred on the 15th of January.

President of Cement Companies Dies.

Announcement is made of the death of William Turner, president of the Phoenix Portland Cement Co. and the Imperial Portland Cement Co., both of Nazareth, Pa., which occurred on the 27th ult. He was born at Hope, N. J., on February 9, 1859, and in addition to his cement interests at the time of his death was also president of the First National Bank of Pen Argyl, Pa.

Tobacco in Tullahoma District.

Tullahoma, Tenn., January 29.

Editor Manufacturers' Record:

The Agricultural Department of the United States Government, under the efficient direction of Secretary James Wilson, has done much toward advancing crop raising and general farming results. Experimental farms and farming under scientific treatment by competent men of the department's selection have done away with much blundering in farming. Soils suitable for tobacco culture have been found where least expected, and it is now a fixed fact that not only the home trade or air-cured tobacco, equal to that of North Carolina and Virginia, can be grown around Tullahoma, Tenn., but Mr. James Holt, Messrs. Chas. and Ben Ogg, Mr. Mack Nolen and many other good farmers and tobacco growers from the Clarksville district have grown the Clarksville type of tobacco, fire-cured, as it is done in that district, with entirely satisfactory results. These crops have been recently purchased by the agents for the Italian Regie and for Austria and for Germany at from \$9 average per 100 pounds to \$12.25 average per 100 pounds. One lot of four and three-quarter acres grown by Mr. Ernest Nolen, formerly of the Clarksville district, produced 4850 pounds, and has been sold for \$485.

The tobacco grown upon this soil meets fully the high classification of the foreign demands, and this money crop is doing for the Tullahoma district what tobacco has done for the Clarksville, Tenn., and Hopkinsville, Ky., districts, and will in a few years double the value of lands here.

At present lands are very cheap here; in fact, the low figures at which it can be bought is misleading to some homeseekers, having an idea that the low prices indicate poor land. Such is not the case. The lands around Tullahoma lie well and are very productive, quick in results and very easily cultivated. The seasons are long and very reasonable, knows no drouth, and a more delightful summer climate cannot be found. Aside from the necessary money crop tobacco, the grain and hay yield, beans, berries and fruits excel. The natural grasses almost throughout the timbered lands, along the roadways and all uncultivated spots grow knee high. Come from March until frost in November, and you find nature has intermixed with these grasses the azalea, in all of its beauty in the gorgeous spread of flowers, in April to begin with, while each succeeding month vies with a new crop of flowers to excel, until the late frost ends the competition.

Montgomery and Robertson counties, Tennessee, produce an average each of 10-

000,000 to 12,000,000 pounds of tobacco, without the least interference (as it should be) with other crops. This is sold at an average of 8 to 10 cents per pound. It should be grown easily to that extent in the Tullahoma district, which large proceeds of the tobacco, added to the usual average competency, would bring independence and riches to this country.

In the year 1904 there was some tobacco grown here, and even prior to that date, encouraged by the Hon. Jas. G. Aydelott and others, showing this same superior quality, a sample of which being in the hands of J. C. Kendrick, Sr., formerly of Clarksville, Tenn., who called the attention of Sir William Stewart's Sons, chief owners then and now of the great Montreal (Canada) factory, who after a thorough test became very much pleased with its excellence and gave an order to ascertain how much could be purchased; that they would take as much as 500,000 pounds at once. The effort to make this purchase was fruitless, as only a few thousand pounds could be found.

Owing to the efforts of Messrs. Doak Aydelott and J. C. Kendrick, Jr., the managers and owners of the Tullahoma Tobacco Works, the planting is marvelously increased and there is a growing interest. The year 1910 will make a showing of a great increase in yield. Plant it out; this soil is nature's "hotbed" for tobacco.

The success of the planters who have settled here from the fire-cured or export district will encourage many to fire-cure, but the planters should not lose sight of the fact that the American manufacturers are the largest and most liberal buyers of tobacco in the world, and that they only use air-cured tobacco, while exporters or the foreign demands take the fire-cured kinds. Of course, both kinds should be liberally furnished from this soil, and both are profitable, but it does not require the skill and experience to make an air-cured crop that it does to make a fire-cured crop, and unless the fire-cured crop is grown and cured to meet the high classification of the best foreign demands, high prices are not realized, while with the air-cured for our American demands it will all, at least, prove to be good sweet fillers for plug and twist. With experience comes knowledge how to grow and how to cure, and there should be, as in Virginia and North Carolina, air-cured, flue-cured and the open fire-cured. Flue curing in a few years will become very popular here, as the tobacco grows here especially on the gravelly lands, yields readily to that cure, and it is the highest-priced tobacco. But you must learn how to cure it, else you will have a mongrel or nondescript. Stick to the easy way, cultivate it all right, when cutting do not put more than seven or eight plants on a stick, give it plenty of room and air in the barn, and nature will do the rest.

In the past three years the crop has grown from 60,000 pounds to 1,500,000 pounds, and there are three tobacco factories in operation in the district, and the indications are that there will be more the coming year, as a number of tobaccoists have been here investigating, and every one expressed themselves as being anxious to open factories here.

After summing up the entire matter, there is no better place for the growing and handling of tobacco, both the foreign and domestic kinds, and no better place for health and happiness than Tullahoma.

J. C. KENDRICK.

The Greater Charlotte Club, Charlotte, N. C., W. T. Corwith, secretary, is circulating an attractive leaflet dealing with the importance of the city as a center of electrical energy. Within 60 miles of Charlotte is water-power that will develop 1,000,000 electrical horse-power.

FINANCIAL NEWS

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., February 2.

The Baltimore stock market was comparatively dull during the past week, although there was fairly good business in bonds.

In the trading United Railways common sold from 12 1/4 to 13; do. trust certificates, 13 to 13 1/4; do. incomes, 59 1/2 to 59; do. funding 5s, 83 1/2 to 84; do. scrip, 84 1/4 to 84, last sale at 84 1/2; do. 4s, 86 1/4 to 86 1/2; Consolidated Gas, Electric Light & Power common, 49 to 48; do. preferred, 86 1/2; Consolidated Gas 6s, 100%; Seaboard Air Line common, 24; Seaboard Company common, 24 1/4 to 25 1/2; do. second preferred, 45 to 45 1/2; Seaboard 4s, stamped, 83 1/2 to 83 3/4; do. three-year 5s, 90 1/2 to 90 3/4; do. 10-year 5s, 90 3/4 to 90 1/2; Consolidated Cotton Duck common, 5; Mt. Vernon-Woodberry Cotton Duck 5s, 75 to 75 1/2; G. B. S. Brewing common, 1 1/2.

Bank stock sold as follows: First National, 137 1/2; Union, 121; Bank of Commerce, 30 1/4; Citizens', 39; Merchants', 180.

Baltimore Trust sold from 310 to 315; International Trust, 138 to 151 1/4, last sale at 147 1/2; Maryland Casualty, 92 to 93 1/4.

Other securities were traded in thus: Consolidation Coal, 112 to 110 1/2, last sale at 110 1/4; Chesapeake & Ohio, Big Sandy division 4s, 88 1/2; Fairmont & Clarksburg Traction 5s, 96 to 96 1/4; George's Creek Coal & Iron, 121; City & Suburban 5s, Baltimore, 107; Baltimore City Passenger 4 1/2s, 98 1/2; do. 5s, 100 1/2; Lexington Railway 5s, 91 1/2; Macon Railway & Light 5s, 95 1/2; Maryland Electric 5s, 97 1/2 to 97 3/4; Norfolk Railway & Light 5s, 99 1/4 to 99; Northern Central 5s B, 112 1/2; Western North Carolina 6s, 106 1/4; Baltimore City 4s, 1920, 100; do. do. 1925, 100; do. 3 1/2s, 1930, 97; do. 4s, 1954, 104 1/4; Atlanta Consolidated Street Railway 5s, 105; Northern Central Railway stock, 123 to 126, last sale at 125 1/2; German Fire Insurance, 16; Houston Oil common, 7 1/2 to 7 1/2; Atlantic Coast Line convertible debenture 4s, 99 1/2 to 100; do. Connecticut 5s, certificates, 106 to 106 1/4; do. Consolidated 4s, 95 to 95 1/2; do. new 4s, certificates, 100 1/2 to 101; do. Connecticut 5-20s, 93; do. do. warrants, 165 to 160, fractions up to 170; Macon, Dublin & Savannah 5s, 97 to 96 1/2; Baltimore Electric 5s, stamped, 90 1/2; Georgia Southern & Florida second preferred, 80; Norfolk Railway & Light stock, 23; Georgia & Alabama Consolidated 5s, 104 1/2; Memphis Street Railway 5s, 100 1/4 to 100 1/2; Pittsburg Traction Second Avenue 5s, 105 1/2; Norfolk & Carolina 5s, 112; Richmond & Danville 6s, 106 1/2; Wilmington, Columbia & Augusta 6s, 100 1/4; Georgia Southern & Florida common, 31; Coal & Iron Railway 5s, 101; St. Louis, Iron Mountain & Southern River & Gulf division 4s, 87 1/2; Baltimore, Sparrows Point & Chesapeake 4 1/2s, 94 1/2; Atlantic & Gulf Portland Cement, 12 1/2; Georgia, Carolina & Northern 5s, 104 1/4 to 104 1/2.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended February 2, 1910.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast Line.....	100	127 1/2	129 1/2
Atlantic Coast of Conn.....	100	245	260
Georgia Sou. & Fla.....	100	30	35
Georgia Sou. & Fla. 1st Pfd.....	100	97	97
Georgia Sou. & Fla. 2d Pfd.....	100	21 1/2	24
Norfolk Railway & Light.....	100	25	26
Seaboard Company Common.....	100	25	26
Seaboard Company 1st Pfd.....	100	75	75
Seaboard Company 2d Pfd.....	100	45	46
United Rys. & Elec. Co.....	50	13	13 1/2
West. Md., New York basis.....	46 1/2	61	61

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	39	39
Com. & Far. White Cfs.....	100	79 1/2	81
Farmers & Mer. Nat. Bank.....	40	48	48
First National Bank.....	100	137	137
Maryland National Bank.....	20	21 1/2	24
Merchants' National Bank.....	100	172	180
National Bank of Baltimore.....	100	125	125
National Bank of Commerce.....	15	30 1/4	30 1/2
National Exchange Bank.....	100	155	155
National Howard Bank.....	10	13 1/2	13 1/2
National Mechanics' Bank.....	10	28	28 1/2
National Union Bank of Md.....	100	120	125
Third National Bank.....	100	119 1/2	120

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Baltimore Trust & Guarantee.....	100	310	325
Colonial Trust.....	50	27	27 1/2
Continental Trust.....	100	210	210
International Trust.....	100	145	150
Maryland Casualty.....	25	93	94
Maryland Trust.....	100	75	80
U. S. Fidelity & Guaranty.....	100	135	140

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron.....	100	25	35
Ala. Con. Coal & Iron Pfd.....	100	67	67
Con. Cotton Duck Common.....	50	5	6 1/2
Con. Cotton Duck Pfd.....	50	24 1/2	24 1/2
Con. Gas, Elec. Lt. & P. Com.....	100	48	49
Con. Gas, Elec. Lt. & P. Pfd.....	100	86 1/2	86 1/2
Consolidation Coal.....	100	110 1/2	112
G. B. S. Brewing Co.....	100	1 1/2	2 1/2
Georges Creek Coal.....	100	122 1/2	122 1/2

Railroad Bonds.

Atlantic Coast Line 1st 4s, 1953.....	95 1/2	96
Atlantic Coast Line new 4s, Cfs, 1909.....	100 1/2	101
At. Coast Line Com. 4s, Cfs, 5-20s.....	91	93
Atlan. Coast Line (Conn.) 5s, Cfs.....	106	106
Balto. & Harrisburg 5s, 1926.....	107 1/2	107 1/2
Carolina Central 4s, 1949.....	91 1/2	93 1/2
Charleston & West. Car. 5s, 1946.....	108	108
Coal & Coke Railway 5s.....	90	90
Coal & Iron Railway 5s, 1920.....	101	102
Col. & Green. 1st 6s, 1916.....	107	108
Florida Southern 4s, 1940.....	92 1/2	93 1/2
Georgia & Alabama 5s, 1943.....	104	105
Georgia, Car. & North. 1st 5s, 1929.....	104 1/2	105
Georgia Pacific 1st 6s, 1922.....	113 1/2	113 1/2
Georgia South. & Fla. 1st 5s, 1945.....	108 1/2	108 1/2
Maryland & Penna. 4s, 1951.....	90	92
Macon, Dublin & Savannah 5s.....	96 1/2	97 1/2
Petersburg Class A 5s, 1926.....	105	110
Potomac Valley 1st 5s, 1941.....	105	105
Raleigh & Augusta 1st 6s, 1926.....	117	118 1/2
Raleigh & Gaston 5s.....	107 1/2	107 1/2
Richmond & Dan. Gold 6s, 1915.....	106 1/2	106 1/2
Richmond & Dan. Deben. 5s.....	106	107
Seaboard Air Line 4s, 1950.....	80	80
Seaboard Air Line 4s, stamped.....	83 1/2	83 1/2
Seaboard Air Line 5s, 10-year, 1911.....	99 1/2	99 1/2
Seaboard Air Line 5s, 3-year.....	99 1/2	99 1/2
Seaboard & Roanoke 5s, 1926.....	106	106
Suffolk & Carolina 5s, 1952.....	98	100 1/2
Virginia Midland 2d 6s, 1911.....	100	101 1/2
Washington & Vandemere 4 1/2s.....	95	97
Western Maryland 4s, 1952.....	85	87
Western N. C. Con. 6s, 1914.....	100 1/2	100 1/2
West Va. Cent. 1st 6s, 1911.....	101	101
Wilmington, Col. & Aug. 6s, 1910.....	100 1/2	100 1/2

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1949.....	102	103	103
Atlanta Con. St. Ry. 5s.....	100	105	105
Augusta Ry. & Elec. 5s, 1940.....	101 1/2	101 1/2	101 1/2
Balto. City Pass. 5s, 1911.....	100 1/2	100 1/2	100 1/2
Balto. City Pass. 4 1/2s.....	90	90	90
Balto., Sp. Pt. & C. 4 1/2s.....	92 1/2	92 1/2	92 1/2
Balto. Trac. 1st 5s, 1929.....	108 1/2	110	110
Balto. Trac. (N. B. Div.) 5s, 1942.....	113	114	114
Charleston City Ry. 5s, 1925.....	90	105 1/2	105 1/2
Charleston Con. Electric 5s, 1929.....	90	90	90
City & Suburban 5s (Balto.), 1922.....	106 1/2	108	108
City & Suburban 5s (Wash.), 1918.....	102 1/2	103	103
Knoxville Traction 1st 5s, 1928.....	104 1/2	105	105
Lexington Railway 1st 5s, 1949.....	88 1/2	92	92
Macon Ry. & Lt. 1st Con. 5s, 1953.....	95	95 1/2	95 1/2
Maryland Electric Railway 5s.....	98	98 1/2	98 1/2
Memphis Street Railway 5s.....	100 1/2	100 1/2	100 1/2
Norfolk & Portsmouth Traction 5s.....	81	83 1/2	83 1/2
Norfolk Railway & Light 5s.....	99	99 1/2	99 1/2
Richmond Traction 5s.....	105	105	105
United Railways 1st 4s, 1949.....	86 1/2	86 1/2	86 1/2
United Railways Inc. 4s, 1949.....	59	59 1/2	59 1/2
United Railways Fdg. 5s.....	83 1/2	84	84

Miscellaneous Bonds.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron 5s.....	82	82	82
Baltimore Electric 5s.....	90	90 1/2	90 1/2
Consolidated Gas 6s, 1910.....	100 1/2	100 1/2	100 1/2
Consolidated Gas 5s, 1933.....	110	110 1/2	110 1/2
Consolidated Gas 4 1/2s.....	90	95	95
Con. Gas, Elec. Lt. & P. 4 1/2s.....	83 1/2	83 1/2	83 1/2
Fairmont Coal 1st 5s.....	90	96 1/2	96 1/2
G. B. S. Brewing 1st 4s.....	41 1/2	42 1/2	42 1/2
G. B. S. Brewing Inc. 5s.....	12	12	12
Maryland Steel Co. 5s.....	102 1/2	102 1/2	102 1/2
Maryland Telephone 5s.....	98	98	98
Mt. Vernon-Woodby Cot. Duck 5s.....	75	75 1/2	75 1/2

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending January 31.

	Bid.	asked
Abbeville Cotton Mills (S. C.)	75	75
Aiken Mfg. Co. (S. C.)	85	85
American Spinning Co. (S. C.)	160	160
Arkadia Mills (S. C.)	95	95
Arkwright Cotton Mills (S. C.)	100	105
Augusta Factory (Ga.)	65	70
Avondale Mills (Ala.)	116	116
Belton Mills (S. C.)	120	120
Brogan Mills (S. C.)	20	30
Cannon Mfg. Co. (N. C.)	135	135
Cannarus Cotton Mills (N. C.)	130	135
Chiquola Mfg. Co. (S. C.)	160	163
Clifton Mfg. Co. (S. C.)	106	110
Clinton Cotton Mills (S. C.)	118	125
Columbus Mfg. Co. (Ga.)	93	98
Courtney Mfg. Co. (S. C.)	95	95
Dallas Mfg. Co. (Ala.)	99	99
Darlington Mfg. Co. (S. C.)	76	83
D. E. Converse Co. (S. C.)	100	105
Drayton Mills (S. C.)	95	100
Eagle & Phenix Mills (Ga.)	117	117
Easley Cotton Mills (S. C.)	165	170
Enoree Mfg. Co. (S. C.)	62	60
Enterprise Mfg. Co. (S. C.) Pfd.	90	100
Enterprise Mfg. Co. (Ga.)	76	76
Exposition Cotton Mills (Ga.)	195	200
Gainesville Cotton Mills (Ga.)	75	81
Glenwood Cotton Mills (S. C.)	145	145
Gluck Mills (S. C.)	98	102
Graniteville Mfg. Co. (S. C.)	155	165
Grendel Mills (S. C.)	110	113
Hartselle Cotton Mill (S. C.)	150	150
Henrietta Mills (N. C.)	160	165
Inman Mills (S. C.)	105	108
Lancaster Cotton Mills (S. C.)	125	135
Lancaster Cot. Mills (S. C.) Pfd.	98	98
Laurens Mills (S. C.)	129	129
Limestone Mills (S. C.)	155	165
Lockhart Mills (S. C.)	80	80
Lockhart Mills (S. C.) Pfd.	98	98
Loray Cotton Mills (N. C.) Pfd.	92	95
Mariboro Cotton Mills (S. C.)	83	83
Mills Mfg. Co. (S. C.)	92	98
Molohon Mfg. Co. (S. C.)	96	96
Monaghan Mills (S. C.)	120	135
Monarch Cotton Mills (S. C.)	104	110
Newberry Cotton Mills (S. C.)	124	130
Ninety-Six Cotton Mills (S. C.)	135	145
Norris Cotton Mills (S. C.)	124	130
Orr Cotton Mills (S. C.)	104	106
Pacolet Mfg. Co. (S. C.)	98	100
Pelzer Mfg. Co. (S. C.)	155	155
Piedmont Mfg. Co. (S. C.)	167	170
Poe Mfg. Co. F. W. (S. C.)	165	170
Saxon Mills (S. C.)	125	125
Sibley Mfg. Co. (Ga.)	60	65
Spartan Mills (S. C.)	133	138
Tenapau Mills (S. C.)	250	250
Union-Buffalo (S. C.) 1st Pfd.	77	88
Union-Buffalo (S. C.) 2d Pfd.	20	25
Victor Mfg. Co. (S. C.)	144	148
Warren Mfg. Co. (S. C.)	92	98
Warren Mfg. Co. (S. C.) Pfd.	100	108
Wilmington Mfg. Co. (Ga.)	120	120
Whitney Mfg. Co.	130	130
Woodssett Mills (N. C.)	135	135
Wincraft Cotton Mills (S. C.)	145	153

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 Auditor and Public Accountant
 Room 315 James Building
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Capital and Surplus, \$1,600,000
 RICHMOND, VA.
 JOHN SKELTON WILLIAMS, President.
 FRED'K E. NOLTING, 1st Vice-President.
 T. K. SANDS, 2d Vice-President and Cashier.
 H. A. WILLIAMS, Assistant Cashier.
 L. D. CRENSHAW, Jr., Trust Officer.
 In aiding the development of legitimate business enterprises, this bank believes that it performs a required duty, and to this end offers the services of a live, progressive bank, conservatively managed.

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is prepared to furnish desirable Corporation, Timber, Irrigation and Municipal Bonds which yield substantial rates of interest.
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We Buy and Sell Entire Issues of Municipal, County and School Bonds.
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The National Exchange Bank

BALTIMORE, MD.
 Hopkins Place, German and Liberty Sts.
 Capital, \$1,000,000
 July 15, 1903, Surplus and Profits, \$671,631.60
OFFICERS:
 WALDO NEWCOMB, President.
 SUMMERFIELD BALDWIN, Vice-Pres.
 R. VINTON LANSDALE, Cashier.
 WM. J. DELCHER, Asst. Cashier.
 C. G. MORAN, Asst. Cashier.
 Accounts of Mercantile Firms, Corporations, Banks, Bankers and Individuals Invited.

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Frequently find it necessary to have BANKING FACILITIES in addition to those offered by local banks.
FIRST NATIONAL BANK OF RICHMOND, VA.
 With assets of nine million dollars, offers just the additional facilities required.
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SOUTHERN STATES DEVELOPMENT CO.
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TRANSMISSION ROPE

Home Insurance Statement.

The Home Insurance Co., 56 Cedar street, New York, has issued its one hundred and thirteenth semi-annual statement, dated January, 1910, which shows total assets \$27,307,672. This includes United States bonds, State and city bonds, railroad bonds, miscellaneous bonds, railroad stocks, miscellaneous stocks, bank and trust company stocks, real estate, bonds and mortgage on real estate, and cash, the latter amounting to \$1,552,444. The capital of the company is \$3,000,000; reserve premium fund, \$10,244,415; reserve for losses, \$958,639; surplus over contingencies and all liabilities, including capital, \$11,182,836; surplus as regards policyholders, \$15,382,836. The officers are Elbridge G. Snow, president; Emanuel H. A. Correa and Frederick C. Buswell, vice-presidents; Areunah M. Burtis and Charles L. Tyner, secretaries; Clarence A. Ludlum and Henry J. Ferris, assistant secretaries.

Trust Companies May Merge.

Negotiations are in progress looking to the consolidation of the Baltimore Trust & Guarantee Co. and the International Trust Co. of Baltimore upon terms which will be satisfactory to the stockholders of both. The Baltimore Trust Co. has total assets of \$7,104,057; deposits January 1, \$4,045,550; capital, \$800,000; surplus, \$2,000,000; undivided profits, \$174,811. The International Trust Co. has total assets of \$4,810,678; deposits January 1, \$2,199,186; capital, \$1,500,000; surplus, \$1,000,000; undivided profits \$111,491. Thomas H. Bowles is president and Geo. C. Morrison and Charles W. Baer vice-presidents of the Baltimore Trust Co. Douglas H. Gordon is president and Summerfield Baldwin and Samuel C. Rowland vice-presidents of the International Trust Co.

Bank Reports.

The Baltimore Trust & Guarantee Co. of Baltimore, Md., reports December 31, 1909, Baltimore city stock, \$1,171,350; other bonds and stocks, \$2,972,135; loans secured by collateral, \$2,174,008; capital stock, \$800,000; surplus, \$2,000,000; undivided profits, \$174,811; deposits, \$4,045,550; total assets, \$7,104,057; Thomas H. Bowles, president; George C. Morrison and Charles W. Baer, vice-presidents; Henry W. Warner, treasurer; V. G. Dunnington, secretary; Eugene Levering, honorary vice-president.

FINANCIAL CORPORATIONS.

Ark., Fort Smith.—The Union Trust & Realty Co. of Fort Smith, capital \$200,000, is reported organized by M. C. Burke, president; James A. Burke and J. H. Vaughan.

Ark., Helena.—The Security Bank & Trust Co., capital \$100,000, is reported organized with S. C. Moore, president; Joseph L. Solomon, vice-president; Louis Solomon, cashier; directors, S. C. Moore, J. L. Solomon, J. N. Ware, Phil Solomon, Joe Truemper, A. E. Cox, J. W. Clifton, James A. Tappan, Lee Pendergrass, D. A. Keeshan, C. R. Coolidge and J. B. Butts.

Ark., Eldorado.—Official: The Title Guaranty & Abstract Co. of Eldorado has been incorporated; capital \$5000. W. E. Patterson is president; M. W. Hardy, vice-president; W. J. Mills, secretary and treasurer. J. H. Green completes the board of directors.

Ark., Rogers.—A dispatch reports organization of the State Bank of Rogers; J. L. Chapin, president; Percy N. Clark, cashier.

Fla., Jacksonville.—The Transcontinental Investment & Securities Co., capital \$50,000, is reported incorporated by U. G. Nesbitt, T. L. George and Henry Bullard.

Ga., Atlanta.—The Fulton National Bank, capital \$400,000, is reported to have begun business with William Blalock, president; Julius Bashinski, vice-president; M. R. Emmons, vice-president; A. B. Sims, cashier; Henry B. Kennedy, assistant cashier.

Ga., Eatonton.—The Farmers and Merchants' Bank of Eatonton, capital \$25,000, has made application for a charter; incor-

porators, J. O. Wall, Thomas C. Spivey and T. G. Greene of Eatonton, and John D. Walker of Sparta.

Ga., Savannah.—The People's Bank of Savannah has been granted a charter; capital \$50,000; incorporators, E. M. O'Brien, E. F. O'Connor, W. S. Godley, Arthur W. Solomon, F. M. Oliver and others. Business is reported begun with Edward M. O'Brien president and cashier, E. F. O'Connor vice-president, J. T. McEllin, Jr., and Arthur E. Pierce assistant cashiers.

Ky., Dixon.—Official: Farmers' Bank of Dixon incorporated; capital \$15,000; incorporators, Ben Watson, W. G. Bousland, Bud Ramsey, E. A. Wilbrite and others.

Ky., Bethel.—Reported that a new bank is to be opened February 24 with directors thus: W. H. Pieratt, president; T. S. Robertson, vice-president; Jacob Boyd, J. S. Vice, C. S. Whaley, J. D. Dickson, W. R. Peters, Jr., W. L. Day and W. A. Ballinger; J. P. Ballinger is cashier.

Md., Bethesda.—The Bethesda Trust & Banking Co., previously reported, has applied to the Legislature for charter; capital \$20,000, which may be increased to \$250,000. The incorporators are Lewis C. Witkowski, Clarence B. Wilson, Walter C. Carroll, A. J. Gordon Kane, Walter A. Johnston, William H. Roach, Owen H. Fowler, Julian B. Hubbell and J. Edward Libbey, Jr.

Md., Hamilton.—The Hamilton Banking & Trust Co. is being organized by Bradley K. Purdum, Frank C. Purdum, William McCallister, John H. James, Charles G. James, J. Thomas Carter, Charles F. Van Reuth, Frank A. Glantz and Henry Doeller, all of

Hamilton, and Thomas C. Biddison, Jr., Gardenville. A bill has been introduced in the Legislature for charter.

Miss., Laurel.—The O'Ferrall Mercantile Co., capital \$25,000, is reported chartered by John and W. C. O'Ferrall, J. T. Todd and W. E. Findley.

Miss., Summit.—The National Bank of Summit has been approved; capital \$30,000. H. G. Lea, J. L. Moyses, Walter Tynes, Jr., V. Rutledge and J. H. Ryan are the organizers.

Mo., St. Louis.—The Inland Life Insurance Co. has been granted charter; capital \$150,000; incorporators, Roy C. Wood, B. W. Gunn, William A. Orr, G. A. Vanderslice, C. L. Monroe, R. P. Baer, Johannes Demmler, Theodore Greiner and N. Benjamin Shanklin.

N. C., Charlotte.—The Colonial Trust Co. is reported chartered with \$100,000 capital by Dr. J. S. Clifford, C. H. Wells, J. W. Berry, M. J. O'Neal and C. H. O'Neal.

Okla., Covington.—W. L. Helton, president, writes that the Citizens' State Bank was organized to take over the business of the Bank of Covington and the Covington State Bank.

Okla., Cushing.—The Farmers' State Bank of Cushing is reported chartered with \$14,000 capital by A. L. Treese, F. N. Treese and Frank Adams of Jennings and William Robertson and Ira Stout of Cushing.

Okla., Jay.—The First State Bank of Jay is reported chartered with \$10,000 capital by C. C. Roberts, Vinita; W. H. Doherty, J. H. Gilson, J. T. Oakley and W. E. Jones, all of Grove.

Okla., Sapulpa.—The First State Bank, capital \$200,000, is reported being organized by K. Berry of Sapulpa, J. R. McCauley of Webbers Falls and W. S. Mitchell of Atlanta, Ga.

Okla., Tulsa.—The Exchange National Bank of Tulsa, which, it is stated, will succeed the Farmers' National Bank, has made application for a charter; capital \$150,000; surplus \$50,000. P. J. White will be president, and business is expected to begin in about two weeks.

Okla., Welch.—Official: The Oklahoma State Bank incorporated; capital \$15,000. Business is to begin immediately with W. L. Jones president and T. W. Wallace vice-president, of Pryor, Okla.; H. B. Campbell, vice-president, and A. P. Ogler, cashier, of Welch.

S. C., Dillon.—The Merchants and Planters' Bank of Dillon, recently chartered with \$25,000 capital, is reported organized with L. C. Braddy, president; J. J. McKay, vice-president, and J. W. Gaddy, cashier.

S. C., Dillon.—A building and loan association, capital \$50,000, is reported being organized by W. A. Hazard, W. M. Hamer, W. I. Bethea, J. H. David and J. C. Cottingham.

S. C., Greenwood.—Official: The People's Bank granted a commission; expect to organize about February 15, 1910, and procure charter. O. D. Duckett and B. F. McKellar, Jr., are interested.

Tenn., Chattanooga.—The Chattanooga Home Investment Co. is reported to have applied for charter; capital \$15,000. Directors, B. J. Simmons, F. P. Foster, E. A. Hol-



Hartford Fire Insurance Company

With the coming of 1910, THE HARTFORD FIRE INSURANCE COMPANY has rounded out a century of business history. That means something in the hazardous business of fire insurance, for four out of every five companies organized in this country have either failed or retired. It means unshaken stability. The smoke of every great American conflagration has darkened the sky over the Hartford's head. In San Francisco alone it paid ten millions. But emerging triumphant from the ordeals of 100 years, it enters its second century stronger than ever.

Unshaken stability for a century is no mean heritage, but age is venerable only when adorned with honor. Honor implies more than honesty. It is the quality which impels an institution to meet every obligation, not only with promptness and exactness, but with fairness and a spirit of equity. That is the Hartford's record in the past, its aim to-day and its ideal for the future. Its policies afford unsurpassed indemnity, and by co-operating with its patrons to lessen fire dangers, it offers continuous service. Its business, scattered among more than 15,000 communities throughout this great land, is the largest of any fire insurance company in America. Its agents are everywhere.

Insure in the Hartford

ingsworth, S. G. Simmons and Peter McIsaac, Jr.

Tenn., Cookeville.—The Bank of Putnam, which will succeed the former bank of Cookeville, is to begin business soon; capital \$30,000. After 60 days it is proposed to reorganize as a national bank with \$60,000 capital; application made. J. R. Mitchell of Cookeville is cashier, and T. R. Preston of Chattanooga is also reported interested.

Tex., Brady.—The First State Bank & Trust Co., capital \$50,000, incorporated by W. N. White, S. S. Graham and J. S. Wall.

Tex., El Paso.—The Two Republics Life Insurance Co., capital \$200,000, is reported being organized in El Paso by B. F. McNulty and James A. Bordeaux of San Antonio, Tex., and E. W. Hutchinson and E. E. Perrot of Houston, Tex.

Tex., Holliday.—The Bank of Holliday, capital \$10,000, has been incorporated by W. J. Barnes, J. W. Eaves, C. I. King, G. W. Morris, W. B. Leslie, O. P. Kirk, S. W. Holladay, C. D. Harris, D. A. Oxford and L. M. Williams.

Tex., Lewisville.—The Lewisville State Bank, capital \$25,000, is reported incorporated by Alvin Hill, R. L. McDonald, Hood Cunningham and others.

Tex., Mertens.—The First State Bank of Mertens, capital \$10,000, reported incorporated by A. L. Smith, T. E. Tomlinson and R. C. West.

Tex., Ratcliff.—The First State Bank, capital \$10,000, is reported incorporated by Geo. W. Riddle, Earl Wheeler and W. P. Connor.

Tex., San Marcos.—Official: The Hays County Abstract Co. incorporated; capital \$10,000. Directors: Will G. Barber of San Marcos, president; C. J. Crabbe, Emory, vice-president, and B. Fitzgerald, San Marcos, secretary and treasurer.

Tex., San Antonio.—Official: The Texas Title Guarantee Co. is being organized by Tegler, Tiffany & Co., 406-411 Conroy Bldg., and will be chartered; capital stock, 2500 shares of \$100 par, which is being subscribed at \$200 per share, thus providing capital of \$500,000 and surplus of \$250,000. Business will begin when 1250 shares are subscribed, and then directors and officers will be elected.

Tex., Tyler.—Official: The Guaranty State Bank will begin business about February 10. Incorporators: T. B. Butler, president; W.

D. Swann, vice-president; H. E. Burnes, H. Lebright, I. E. Swann, J. W. Fitzgerald, Hamson Gary, W. J. Miller and A. P. Moore.

Va., Reedville.—Official: The People's Bank of Reedville incorporated; capital \$30,000; J. S. Hinton, president; J. A. Haynie, vice-president; T. H. Jett, secretary, and Geo. N. Reed, treasurer.

W. Va., Charleston.—The Charleston-Kanawha Trust Co. of Charleston, W. Va., has been chartered with \$100,000 capital, of which \$2500 has been paid in. The incorporators are F. W. Abney, Waller C. Hardy, John S. Dana, Kate A. Abney and K. B. Abney, all of Charleston.

W. Va., Fairmont.—The People's National Bank of Fairmont has been approved; capital \$150,000. This is a conversion of the People's Bank. Geo. M. Jacobs is president; Wm. S. Hammond and H. J. Hatley, vice-presidents; J. M. Brownfield, cashier.

NEW SECURITIES.

Ala., Huntsville.—The City Council has called a bond election for February 28 to vote on \$50,000 of 30-year 5 per cent. bonds, of which \$20,000 are to purchase a lot and \$30,000 for a city hall. John D. Weakley of Birmingham is reported to have offered par for the bonds, which, it is believed, will be approved. Bonds will be dated March 1, but date for bids not fixed. D. B. Lillard is City Clerk.

Ala., Montgomery.—The City Council will act on a proposition to sell \$100,000 of bonds authorized two years ago, but never issued.

Ark., Jonesboro.—Walsh & Eagle of La-grange, Ind., are reported to have purchased at par \$77,500 of bonds of drainage district No. 3.

Fla., Bradentown.—An official letter confirms the report that the New First National Bank of Columbus, Ohio, was the purchaser at 101 of the \$250,000 of 5 per cent. Manatee county road bonds; date, November 1, 1909; maturity, November 1, 1939.

Ga., Cusseta.—Reported that on February 17 an election will be held to vote on \$2500 of 6 per cent. school-building bonds.

Ga., Macon.—An official letter says that in about 30 days \$200,000 of paving and sewer 4 per cent. bonds will be issued; denomination, \$1000. Address John T. Moore, Mayor.

Ky., Louisville.—An official letter says that

a bill is before the General Assembly asking for permission to issue \$1,000,000 of bonds for city hospital purposes, but should this permission be granted it would be November before a vote could be taken and anything definite done. W. O. Head is Mayor and Samuel M. Willhite Comptroller.

Ky., Catlettsburg.—The \$10,000 of 6 per cent. paving bonds have been sold to Samuel Steel.

La., Thibodaux.—The question of issuing electric-light and school bonds is reported under consideration.

Md., Baltimore.—The City Solicitor has prepared several bills for introduction in the Legislature to authorize city loans as follows: Dock improvements, \$50,000,000; sewers, \$10,000,000; annex paving, \$5,000,000; schoolhouses, \$1,500,000. The dock loan is intended to be used over a term of years, city stock being issued as required for the improvements.

Md., Frederick.—Application is to be made to the Legislature. It is reported, for authority to issue \$64,250 of funding and \$35,000 of water-extension 4 per cent. bonds.

Miss., Brookville.—Reported that bids are being received for \$7000 of 6 per cent. 20-year water-works bonds. C. L. Allen is Town Secretary.

Miss., Jackson.—Reported voted: \$238,000 of improvement bonds.

Mo., Chillicothe.—Wm. R. Compton Company of St. Louis is reported to have been awarded \$50,000 of 5 per cent. 11-year light bonds at 101.333.

Mo., Centralia.—An official letter confirms report of election January 25 for \$65,000 of water and sewer bonds, 5 per cent. 20-year, dated March 1, 1910. Bids will be opened February 5. R. L. Hope has charge.

Mo., Huntsville.—Whitaker & Co. of St. Louis is reported to have purchased at \$1125 premium \$25,000 of 5 per cent. Randolph county jail bonds.

Mo., Joplin.—Official: The \$40,000 of one-year bonds issued to defray running expenses of the city when monthly income of same runs behind will be sold to local bankers in denominations of \$500 each as needed at 5 per cent., redeemable at any time; Guy T. Humes, Mayor.

Mo., University City, P. O. St. Louis.—Official: The \$100,000 of 5 per cent. 20-year bonds will be used thus: \$65,000 for city hall and site, \$25,000 for public bridge and approaches over the River Des Peres and \$10,000 for fire equipment. The bonds were sold to the W. R. Compton Bond & Mortgage Co. of St. Louis, and are offered by it at 103.99.

N. C., Greensboro.—Reported that at the election March 1 to vote on \$5,000 of 5 per cent. 20-year school-building bonds, \$125,000 of power-plant bonds will also be submitted. Another report gives the date of election as March 29.

Okla., Coalgate.—An issue of \$30,000 of water-works extension bonds has been voted.

Okla., Cushing.—C. W. Dutton, City Clerk, will receive bids until February 21 for \$25,000 of 6 per cent. 25-year water-works bonds.

Okla., El Reno.—Reported that \$80,000 of 5 per cent. 20-year city-hall, fire-station and water bonds have been purchased at \$2304 premium by W. A. Mason & Co.

Okla., Foss.—Reported that all bids were rejected for the \$29,000 of 6 per cent. 25-year water and light bonds.

Okla., Krebs.—Reported that \$50,000 of water-works bonds have been voted.

Okla., Lawton.—John Nuveen & Co. of Chicago are reported to have been awarded \$125,000 of 5 per cent. 20-year bonds at 100.005.

Okla., Nowata.—Reported that an election is to be held in Nowata county to vote on \$75,000 of courthouse bonds.

Okla., Nowata.—Reported that on February 21 the Commissioners of Nowata County will offer for sale \$100,000 of bridge and \$75,000 of courthouse bonds.

Okla., Purcell.—Reported that A. J. McMahon of Oklahoma City has been awarded \$7500 of 5 per cent. 25-year school-building bonds.

S. C., Columbia.—Reported voted: \$20,000 of bonds of school district No. 12, Waverly precinct.

S. C., Columbia.—A bill is before the House, it is reported, providing for \$1,000,000 of bonds for establishment of hospitals for insane.

S. C., Florence.—N. W. Harris & Co. of New York are reported to have been awarded at \$1182.30 premium \$70,000 of 5 per cent. 20-40-year sewer bonds.

S. C., Florence.—Official: Bids will be received until 11 A. M. February 21 for \$30,000 of 5 per cent. 20-40-year water-works extension

bonds; dated January 1, 1910; denomination \$1000; M. D. Lucas, City Clerk and Treasurer.

S. C., Laurens.—Reported that application is to be made to the Legislature for authority to issue \$15,000 of courthouse repair bonds.

Tenn., Knoxville.—Official: Authorized: \$50,000 of 4½ per cent. 30-year park bonds; denomination, \$1000.

Tenn., Memphis.—D. A. Scott, president Board of Levee Commissioners for the Yazoo-Mississippi Delta, is receiving bids for \$100,000 of debentures.

Tenn., Memphis.—Bids will be received until noon February 24 for \$100,000 of 4½ per cent. 25-year Shelby county State Normal School bonds. Address S. Cooper, chairman Shelby County Court.

Tenn., Nashville.—Bids will soon be asked, it is stated, for \$300,000 of 4½ per cent. high-school bonds.

Tex., Amarillo.—Official: The School Board of Amarillo district will receive bids until February 15 for \$100,000 of 40-year 5 per cent. school bonds. W. S. Roberts is president.

Tex., Austin.—The Attorney-General has approved securities as follows: \$11,000 of street-improvement bonds and \$2000 water-works extension bonds, 5 per cent. 10-40s, all of Bay City; Bastrop county school bonds of districts 4 and 9, amount not given; \$19,000 of Cottle county school bonds; \$25,000 of 5 per cent. 20-40-year Anson independent school district schoolhouse bonds; \$10,000 of 5 per cent. 5-40-year Terrell light and water-works bonds; \$10,000 of 4 per cent. 10-40-year San Patricio county bridge bonds.

Tex., Austin.—The Attorney-General has approved the following securities: \$11,000 of street improvement and \$3000 of water-works 5 per cent. 40-year bonds of Bay City.

Tex., Austin.—Reported that in March city will vote on \$75,000 of school, \$150,000 of sewer and \$100,000 of street improvement bonds.

Tex., Bay City.—A dispatch reports the completion of the sale of \$114,000 of drainage bonds at par to the Wm. R. Compton Bond & Mortgage Co. of St. Louis, and the securities were forwarded.

Tex., Corsicana.—W. Burgess, City Secretary, confirms report that the \$20,000 of 5 per cent. 40-year sewer bonds were sold to the Dallas Savings Bank & Trust Co. of Dallas, Tex., at \$30.450, which includes accrued interest and printing the bonds.

Tex., Crowell.—Foard county is reported to have sold \$60,000 of 5 per cent. courthouse bonds at a premium of \$1000.

Tex., Fort Worth.—An issue of \$100,000 of 4½ per cent. 20-40-year school bonds was voted on January 25. As soon as approved by the Attorney-General they will be sold.

Tex., Liberty.—Official: The Interstate Drainage & Investment Co., Britt, Iowa, has purchased the \$85,000 of 5 per cent. drainage bonds of Old River drainage district No. 1, Liberty county; denomination, \$1000; dated September 1, 1909; maturity, 10, 15, 20, 25 and 30 years.

Tex., Lockney.—An official letter says that no bond issue is contemplated. This denies a recent press report.

Tex., Miles.—Geo. S. Graves, Mayor, it is reported, will receive bids until 2 P. M. February 17 for \$20,000 of 5 per cent. 20-40-year water-works bonds.

Tex., Milano.—Reported voted \$3500 of school-building bonds.

Tex., Oakwood.—The State is reported to have purchased at par \$10,000 of 5 per cent. 10-40-year school-building bonds.

Tex., Paris.—An official letter confirms the report that on February 24 an election will be held to vote on \$85,000 of bonds, \$60,000 being for street improvements, \$30,000 for water-works and \$5000 for public buildings. E. H. McCuiston is Mayor.

Tex., Shamrock.—Reported that \$17,000 of school-building bonds have been sold.

Tex., Sherman.—Official: City has voted \$12,000 of water-works and \$8000 of street-improvement 4½ per cent. bonds; dated January 1, 1910; denomination, \$500. As soon as possible after bonds are approved bids will be asked. John C. Wall is Mayor.

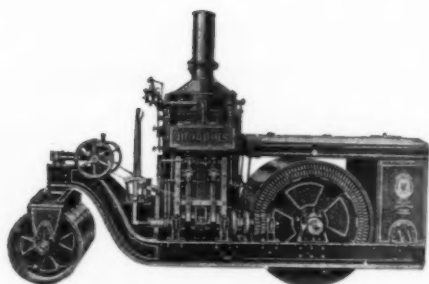
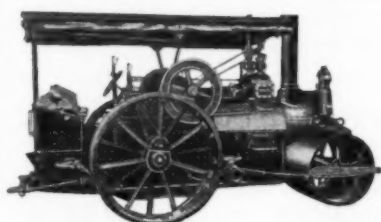
Va., Accomac.—Reported that \$15,000 of Accomac county bonds have been sold as follows: Warner Ames of Onancock, \$5000; Eastern Shore of Virginia Fire Insurance Co. of Keller, \$10,000.

Va., Norfolk.—City Council is reported to have passed a bill authorizing \$150,000 of 30-year street bonds, interest not to exceed 5 per cent.

W. Va., Clarksburg.—Seven local banks are reported to have been awarded \$270,000 of 4½ per cent. 30-year street, water-works and sewerage bonds at par.

W. Va., Grafton.—Another election is to be

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held, it is stated, to vote on \$110,000 of school bonds. At a previous election the bonds were defeated.

W. Va., Martinsburg.—Bids will be received by F. S. Emmert, chairman of the commissioners of the water-works extension fund, until noon February 7 for the \$40,000 of 5 per cent. 20-34-year optional water-works extension bonds.

FINANCIAL NOTES.

The Hamilton National Bank of Chattanooga, Tenn., has been authorized, it is reported, to increase its capital to \$500,000.

The Alpine National Bank of Alpine, Tex., is reported to have increased its capital from \$30,000 to \$75,000.

The First National Bank of Fort Smith, Ark., is reported to have increased its capital from \$225,000 to \$250,000.

The Morristown (Tenn.) Bank & Trust Co. has authorized an increase in its capital from \$25,000 to \$50,000.

The Citizens' National Bank of Abilene, Tex., proposes to increase its capital from \$75,000 to \$150,000 with a surplus of \$30,000.

The Union Bank of Knoxville, Tenn., is reported to have filed an amendment to its charter, increasing its capital from \$50,000 to \$100,000.

The Angleton State Bank of Angleton, Tex., is reported to have filed an amendment to its charter, increasing its capital from \$10,000 to \$25,000.

The Co-operative Bank of Fitzhugh, Okla., is reported to have amended its charter, changing its name to the Farmers' State Bank of Fitzhugh.

The Cleveland (Tenn.) Bank & Trust Co. has decided to increase its stock from \$40,000 to \$75,000 and the increase has all been subscribed. The management is the same as that of the Cleveland National Bank.

The Citizens' Bank of Lakeland, Fla., has applied for authority to increase its capital from \$25,000 to \$50,000, and it will be converted into the First National Bank of Lakeland. C. W. Deen is president and C. M. Clayton cashier.

The Cleveland National Bank of Cleveland, Tenn., has elected W. P. Lang first vice-president and Frank J. Harle cashier, the latter succeeding Mr. Lang, who was promoted. The directors were increased from five to seven in number by the addition of those gentlemen.

South American Trade.

[Savannah News.]

President W. W. Finley of the Southern Railway Co. is so impressed with the importance of the South American trade to the South that he has again called attention to it. He has written a number of circular-letters in regard to the matter, and in this last letter he points out the great increase in the trade between the United States and the South American States during the present year. This trade this year beats all previous records, its total value being approximately \$260,000,000, as against \$233,000,000 in 1907 and \$129,000,000 in 1889. Of this total, \$175,000,000 is the estimate of imports and \$83,000,000 of exports.

The figures show a steady increase in the volume of the trade. And there doesn't seem to be a special effort made on the part of American merchants and manufacturers to increase it. If there should be a united and persistent effort to increase it there is no doubt that it could be doubled in a few years.

Mr. Finley is of the opinion that a very large part of this trade rightfully belongs to the ports of the South, and there are good reasons for thinking that he is right. The merchants and manufacturers of the South do not appear to realize how important this trade is to them. Is it because they don't care to take the trouble to acquaint themselves with it that they are so indifferent in regard to it, or are they waiting for each other to take the first step in the matter? There must be some reason why they are so deaf to Mr. Finley's efforts to get them interested in it.

The *Morning News* has written scores of articles calling attention to Savannah's

advantages for opening trade with Central and South American countries. She has a harbor that will accommodate the largest vessels that carry this trade, and she has railroads which connect her with all of the principal cities of the South and Middle West. The territory that is tributary to her is able to furnish cargoes to South American ports that would keep a line of several steamers busy all the year around, and coffee, nitrates and hides, things which are needed in the South, would furnish return cargoes. These South American States want our cottonseed oil, steel rails, many kinds of cotton goods—the kind of goods made by our Southern mills—and the hardware that is manufactured in the mills at Birmingham. It is true that cargoes of steel rails are now going through this port to Argentina, but there ought to be a regular line of steamers to the ports of Brazil and Argentina, touching other ports to the south of us. All the coffee that Brazil furnishes to this section of the South and the Middle West should pass through Savannah, and is would if there were financially strong importing houses here handling that product, and at the same time encouraging shipments of merchandise to the South American ports which this section of the South can furnish.

Mr. Finley calls attention to the fact that hides purchased in Argentina by North Carolina tanners have been carried to Antwerp. This is a condition of affairs that ought not to exist any longer.

Cargoes are carried to Europe and shipped back here simply because of the lack of direct cargoes from here to South American ports. All that is necessary to control a big trade between Savannah and the ports to the south of us is sufficient capital to organize an exporting and importing trade between Savannah and the ports of Central and South America. It seems to us that our Chamber of Commerce might devote a good part of its time during the next year to organizing a commerce of this kind. The job is a big one, but there is no telling what can be accomplished along this line until an effort is made. The Panama Canal will soon be opened, and then our trade opportunities will be greatly enlarged. Now is the time to cultivate the part of the South American trade which is within our reach and to prepare for that with which the canal will bring us in touch.

Reclaiming Wet Lands.

Widespread interest in the subject of the reclamation of the wet lands of Louisiana increases the value for the prospective homeseeker and investor of an illustrated pamphlet issued by Capt. J. F. Merry of Manchester, Iowa, general immigration agent of the Illinois Central Railroad, entitled, "Louisiana Reclaimed Lands Make Fertile Farms." This pamphlet is full of information concerning the prairie marshes and cypress swamp lands of Louisiana, and how they have been and are being reclaimed to most productive agriculture.

Supply and Machinery Dealers.

The joint convention of the Southern Supply and Machinery Dealers' Association and the American Supply and Machinery Manufacturers' Association will be held at Jacksonville, Fla., April 5-7.

At the recent banquet of the Chamber of Commerce of Beaumont, Tex., more than \$100,000 was tentatively raised toward a sum of \$500,000 to be used for the encouragement of the location of factories in that city.

The Home Insurance Co.

OFFICE, No. 56 CEDAR STREET
NEW YORK

ONE HUNDRED AND THIRTEENTH SEMI-ANNUAL
STATEMENT

JANUARY, 1910

SUMMARY OF ASSETS:

	Par Value	Market Value
Cash in Banks and Trust Companies		\$1,552,444 43
Real Estate		1,543,892 06
United States Bonds	\$385,000 00	433,750 00
State and City Bonds	5,558,333 33	5,477,833 33
Railroad Bonds	6,308,000 00	6,124,430 00
Miscellaneous Bonds	900,000 00	760,000 00
Railroad Stocks	5,806,000 00	8,071,275 00
Miscellaneous Stocks	1,150,000 00	1,582,000 00
Bank and Trust Co. Stocks	125,000 00	427,800 00
Bonds and Mortgages, being 1st lien on Real Estate		69,800 00
Premiums uncollected, in course of transmission and in hands of Agents		1,264,447 46
		\$27,307,672 28

LIABILITIES:

Cash Capital	\$3,000,000 00†
Reserve Premium Fund	10,244,415 00
Reserve for Losses	958,639 76
Reserve for Re-insurance and other claims	621,780 56
Reserve for Taxes	100,000 00
Reserve as a Conflagration Surplus	1,200,000 00†
Surplus over contingencies and all liabilities, including capital	11,182,836 96†
	\$27,307,672 28

Surplus as regards policyholders - \$15,382,836.96†

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LEVI P. MORTON,
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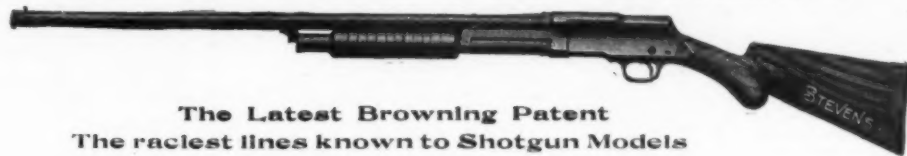
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New York, January 11, 1910.

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No human hand can move quick enough to "balk" this gun, because the loaded shell starts from the magazine at the instant the empty shell is drawn from the chamber.

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Your Complete Catalog of Stevens Shotguns—Rifles—Pistols, as made in the famous factory of precision, is sent *free* the day you ask for it.

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TRADE MARK

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Our special brands are

EUREKA BEST LINEN

EUREKA 20TH CENTURY

There is no hose manufactured that equals them in quality and weight of yarn used, they being woven on special looms built for their production only.

Can be labeled strictly in accordance with the requirements and specifications of the Underwriters.

We invite inquiries for prices and samples.

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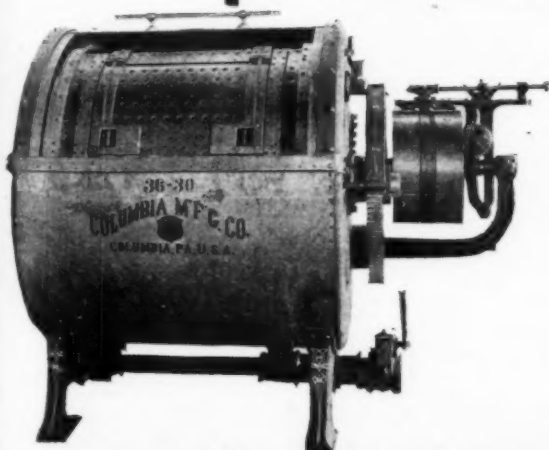
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Special Attention Paid to Plants for Hotels and Institutions.

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Columbia, Pa.

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Ads. marked * appear every other week. Ads. marked † appear in first issue of the month. Ads. marked ‡ not in this issue.

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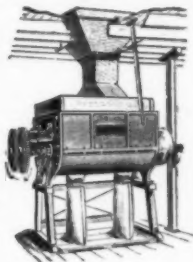


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Dynamite, Blasting Powder and Safety Powder
JEFFERSON POWDER COMPANY

Write Us for Prices

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CLASSIFIED OPPORTUNITIES

(Continued from Page 97.)

PATENTS FOR SALE

WE HAVE recently secured the following patents. Address all communications to Sales Dept., Victor J. Evans & Co., Washington, D. C.; Richard Pattin, cigarette makers; Alfred M. Moe, adjustable spring weed hooks; Geo. J. Miller, cement-block machines; Camilla H. Mercer, portable tables; Rees H. Lemmon, hammer straps; Albert Lawrence, rail joints; Ira Z. Monger, screening and sifting apparatus; John H. Thomas, cork extractors; Wellington D. Lee, window-shade hangers; Patrick A. Haley, steel ties and rail joints; Chas. C. Cochran, station indicators; Wm. A. Blinn, lightning arresters; Mathias Speicher, locomotive exhausts; Geo. McEachron, flour sifters; Waverly M. Hord, nut locks; Jeremiah P. and Charley E. Guthrie, mail-handling apparatus; Wm. H. Fraser, picture hangers; Harrison A. Denney, sled brakes; Calvin A. Buffington, folding chairs; Alden R. Brewer, current motors; Fred Benz, Sr., umbrellas;

Bertha Horton, chairs; Chas. H. Payne, loose-leaf books.

BOOKLET WRITING

BOOKLETS written for Advertisers by experienced periodical contributors, booklet, advertising men; satisfied customers everywhere; no samples; each order individual; printing; correspondence solicited. Vyle's Booklet Concern, Jacksonville, Florida.

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FOR SALE—Select list 24,000 names and addresses prosperous Southern farmers and mechanics in the Virginias, Carolinas, Ga., Fla., Ala. and Tenn. Entire list, \$50; less quantity, \$2.50 per 1000; strictly cash with order. Correspondence invited. Address W. S. Specialty Co., Box 121, Winston-Salem, N. C.

Hydrating Lime, The Kritzer Way

The Kritzer Company, 115 Adams St., Chicago, Ill.

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LIVE-WIRE SALESMEN calling on manufacturers' trade; large profits; small samples; quick sales. Fairfax Refining Co., Cleveland, Ohio.

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WANTED—Position as superintendent of oil mill by one who is thoroughly competent and can give best of references; have erected and operated gas engine and power gas producer and steam engines. Address No. 556, care Manufacturers' Record.

OPEN for contract or position with some rated concern, a young man, 9 years' experience in all branches of gasoline and alcohol engines and alcohol stills; at present manager of machinery and repair concern; can furnish references. Address No. 557, care Manufacturers' Record.

TECHNICALLY and practically trained engineer wants change; experience as chief draftsman and superintendent on steam, hydraulic and electric machinery; terms moderate. Will good management, system, energy and ability benefit you? Or if you want to manufacture promising specialties, address No. 559, care Manufacturers' Record.

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WANTED—A man who thoroughly understands selling veneers and oak lumber; one with an established trade preferred, who can invest \$5000; will pay \$150 per month salary and 10% on the money, with good security. Address No. 564, care Manufacturers' Record.

WANTED—A man that thoroughly understands the manufacture of hand wood on a hand mill that can invest \$10,000; will pay \$150 per month salary and 10 per cent. interest on the money, with good security. Address No. 562, care Manufacturers' Record.

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FOR SALE—Foy Hotel, Indian Spring, Ga.; new and modern resort hotel; 60 rooms and furnishings; on reasonable terms. Address H. J. Biddenback, Springfield, Ga.

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TILE AND SEWER PIPE PLANT

LOCATION FOR TILE AND SEWER-PIPE PLANT—Good town on Seaboard Air Line Railway offers a material suitable for the manufacture of tile and sewer pipe; material, coal site in immediate proximity to each other, with good railroad facilities. Address J. W. White, General Industrial Agent, Seaboard Air Line Railway, Norfolk, Va.

BRICK PLANTS

PAVING-BRICK PLANT WANTED—Fine deposit shale and clay; natural-gas fuel; eight railroad outlets to Arkansas, Texas, Oklahoma and Louisiana. Samples shale and clay sent on request. Our location enables us to sell points in Texas and Arkansas cheaper than Kansas and Oklahoma competitors. For further data address Boosters' Club, Texarkana, Ark.-Tex.

BRICK PLANT WANTED at Mount Pleasant, Texas; abundance of raw material; clay in three colors, suitable for the manufacture of building, fire and vitrified brick; cheap fuel; railroads four ways out; building operations are very active within a radius of 100 miles, and the demand for clay products of all kinds is constantly increasing. A new railroad is now being built to Paris, and it will be through four good towns on 50 miles new country thickly settled. Three hundred resident homes built in last 18 months; several under construction; low taxes; good healthy farming country. For further information address J. V. Moore, Com. Sect. Mount Pleasant Commercial Club, Mount Pleasant, Texas.

BRICK PLANT WANTED AT COLEMAN, TEXAS—Steel now being laid out of Coleman on the 310-mile Coleman-Texico cut-off of the Santa Fe, the best road ever built in Texas, through the best and most rapidly developing part of the United States. The Temple branch of the Santa Fe also passes through Coleman. A million brick are needed in Coleman now, also brick to build a number of new towns on the cut-off. We have unlimited amount of best shale, abundant water, cheap fuel and are the distributing point for a large area. Ask the Commercial Club, Coleman, Texas.

FIRE BRICK

FIRE BRICK AND POTTERS' CLAY—Excellent quality fire-brick clay, suitable for paving brick, fire brick, drain pipes and pottery; as good as any fire clay in the State; shipping facilities excellent; cheap fuel; plenty of good water; healthy country; labor plentiful; supply of clay inexhaustible. Refer to File No. 552, J. I. Hey, Auditor and Traffic Manager, Marshall & East Texas Railway, Marshall, Texas.

GLASS FACTORY

ATLANTA, TEXAS, WANTS A GLASS FACTORY—We have an unlimited quantity of glass sand that analyzes over 95 per cent. silica; natural gas in any quantity at satisfactory price; salt and lime manufactured close by; plenty of timber and water and other material; free site, free sand 20 years, exemption from city taxation 10 years, free artesian water to the first factory; transportation and rates all right. Write for full particulars on this and other factory proposition. Great opportunities. Cass County Industrial League, Atlanta, Texas.

FURNITURE FACTORIES

WANTED—Furniture factory at Valdosta, Ga. Practical man with some capital will have co-operation of local capital. W. L. Glessner, Secy. Board of Trade, Valdosta, Ga.

HOTELS WANTED

MINERAL WELLS, TEXAS—One of America's greatest resorts for the treatment and cure of people afflicted with Bright's disease, rheumatism, stomach, liver, kidney and bladder troubles; with 150,000 visitors annually; has sixty hotels and large boarding-houses now in operation. We need a modern hotel with from 300 to 500 rooms, built and equipped to cater to a high-class patronage, and we can show that such a hotel will pay. We wish to correspond with parties experienced in this line of endeavor desiring this kind of investment. Some local capital could be interested. Address C. W. Wilson, President Commercial Club, Mineral Wells, Texas.

COTTON MILLS

ABILENE, TEXAS, wants a cotton mill; inexhaustible supply of pure water; steam coal at \$1.50 per ton; splendid shipping facilities; near the geographical center of the State; one-quarter million bales of cotton produced within a radius of 45 miles of the city last year. Address Abilene 25,000 Club, Box 537.

ICE PLANT

ICE PLANT WANTED—Itasca, Texas, the second largest town in Hill county; situated in the heart of the black-land belt of Central Texas; 15,000 population of well-to-do people in our trade territory to serve; abundance of purest artesian water on liberal terms; with free site and liberal subscriptions to stock, and every reasonable encouragement to experienced, practical man to build and operate a ten-ton ice plant. Address Board of Trade, Itasca, Texas.

CREAMERY

WAXAHACHIE, TEXAS, wants a creamery; has 10,000 population, and 80,000 in the county, with 1,276,000 within a radius of 100 miles; Ellis county produces more cotton than any other county in the world; with railroads radiating in five directions and reaching many populous cities; in the famous alfalfa belt of Texas; with an abundance of pure water, fine water-works and sewerage system; now spending \$250,000 on macadamized roads within a radius of 10 miles and leading into the city; with at least 1000 good milk cows to start on within a radius of five miles, and this number would possibly be quadrupled within a short time. Waxahachie has many beautiful homes, 10 church edifices, is the home of Trinity University, public high school affiliated with State University. To a competent, practical man, liberal inducements will be offered by the citizens of Waxahachie for the location of a good creamery here. Interested parties will receive full information by addressing Roy Connally, Secy. Waxahachie Com'l. Club, Waxahachie, Texas.

COTTON COMPRESSES

QUANAH, population 5000, marketed 15,000 bales cotton 1909; wants cotton compress; 100,000 bales in sight for same low estimate; citizens will take \$15,000 stock in such enterprise; want experienced party to take balance. Chamber of Commerce, Quanah, Tex.

COTTONSEED-OIL MILL

LOCATION FOR COTTONSEED-OIL MILL. The citizens of a thriving little town in Georgia, on the Seaboard Air Line Railway, are anxious for a cottonseed-oil mill, and will subscribe \$15,000 to \$20,000 for the establishment of such an industry if an experienced oil-mill man will invest a like amount; location in center of cotton district, and abundant seed supply is available. Full information on request. J. W. White, General Industrial Agent, Seaboard Air Line Railway, Norfolk, Va.

MISCELLANEOUS

DO YOU WANT Water Power? Cotton Mill? Fruit and Vegetable Farm? Poultry Farm? Cattle Ranch? Timber, Furniture or other Woodworking Plant? Summer or Winter Home, Hotel or Boarding-house? Auto, Transportation on Mountain Turnpike? If not these, state what you desire. We have it. Caldwell & Northern Railroad Co., Chester, S. C.

NAVASOTA, TEXAS—With railroads radiating in eight directions and prospective navigation to deep water, and with a sufficient quantity of raw material at hand to secure the successful operation of the following manufacturing enterprises, we feel warranted in inviting the attention of business men to invest with us in the following: Cotton-yarn mill, pressed-brick plant, and creamery for one thousand cows. Address J. J. Felder, Navasota, Texas.

IN THE RING—Mullin, Tex., through her Commercial Club, wants to tell you where you can find a tip-top place to start a general mercantile business. J. T. Allen, Secretary, Mullin, Tex.

AN opportunity to place an electric and ice plant, a steam laundry, mill and elevator in thriving railroad town in grain-growing territory; all splendid investments. For information write Sec. Com. Club, Floydada, Tex.

MARTINSBURG, W. VA.; Shenandoah Valley; 100 miles to Baltimore, 80 miles to coal regions; cheap gas, coal, labor and freight rates on main line B. & O., also on Pennsylvania Railroad; offers exceptional facilities to factories; undeveloped resources require capital; prolific fruit and agricultural soil, unequalled climate; liberal and progressive municipal government. For further particulars address Board of Trade.

HOPKINSVILLE, KENTUCKY, best city of 12,000 population in the entire South or Southwest, wants at once a street railway and electric light and power company; city lighted by contract; fine opening for inter-urban belt line; manufacturing enterprises exempt for 5 years from city taxes; 20 miles from greatest coal district in the State; good water-power available. For further particulars and information address Chas. M. Meacham, Mayor, Hopkinsville, Ky.

FURNITURE FACTORY—Free site and liberal stock subscription for location of furniture factory of any kind. Abundance of raw material and unexcelled transportation facilities. Address Chas. R. Rowe, Secretary Lufkin Progressive League, Lufkin, Texas.

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